

The Hongkong Telegraph

(ESTABLISHED 1881.)

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August 27, 1914. Temperature 6 a.m. 77. 2 p.m. 89. Humidity 93. 64.

August 27, 1914. Temperature 6 a.m. 81. 2 p.m. 87. Humidity 87. 63.

WEATHER FORECAST
FAIR.

Barometer 29.65

2886 號七初月六年寅甲

THURSDAY, AUGUST 27, 1914.

四拜禮 號七十二月人英曆舊

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TO-DAY'S LATEST WAR TELEGRAMS.

OFFICIAL FRENCH REPORTS.

GERMANS SUFFER HEAVILY IN BIG BATTLE.

ALLIES IN SATISFACTORY POSITION.

[Reuter's Service To "The Telegraph."]

Aug. 26, 3.45 p.m.

In the House of Commons, Mr. A. St. G. Hemerley, K. O., M. P. for Woodstock, Oxford, asked if in the present crisis some form of compulsory service should not be adopted. Mr. Asquith replied in the negative, and referred Mr. Hemerley to Earl Kitchener's statement.

French Take Back Lorraine.
(Havas Semi-official Telegram.)

Aug. 25, 4 p.m.

The French forces have taken back Lorraine on the fortified line beginning in front of Nancy. The Germans have occupied Lunerville. A big general battle has begun on the whole front, especially Belgium, between Mons and Namur, with its centre at Charlot. The British forces are taking part in the action. The Russian victory at Gumbinnen is a real disaster for the Germans. The Russians have advanced seventy kilometres into Eastern Prussia. The German losses are enormous.

The Offensive Movement.
(Havas Telegram.)

Aug. 26, 10.40 a.m.

Our general offensive movement in Belgium did not succeed in going through the German lines. After terrible fights, the English and French troops marched back on their defensive lines, nevertheless the situation remains good. The French troops have repulsed the Germans in Alsace.

A Two-Days' Battle.

(From Peking: Official circular from the French Government.)

Aug. 25, 5.30 p.m.

The battle in Belgium in which the English and French troops were engaged, after assuming the offensive, went on during August 23 and 24. The German losses are considerable, especially those of the German Imperial Guard. On the French side two divisions have suffered severely, but the bulk of our active forces is intact. The French Commander-in-Chief, in order to continue the fight, brought back his troops on the line of defence which he had previously chosen. They are strongly established on that line.

Belgians on Offensive.

Aug. 26, 8.20 p.m.

On the 26th, the Belgian troops advancing from Antwerp took the offensive with energy, and recaptured Malines, driving out the Germans. All attempts of the Germans against Nancy have failed.

Germans' Heavy Losses.

It is confirmed that the Army Corps of the Prussian Guards suffered heavily, losing many men in a hand-to-hand fight with Algerian troops. Since the 24th, the Germans have not succeeded in preventing the methodical movements of the French Commander-in-Chief.

The Russians are pushing their forward march and have routed an Austrian Cavalry Division.

Austrians Wiped Out.

The Servians have wiped out the Austrians from Shabatz, and from the whole of Servian territory.

France Determined.

All in France are determined to fight to the bitter end.

EARLIER TELEGRAMS.

Ambassadors Recalled.

Aug. 26, 3.10 a.m.

Austria has handed his passports to the Japanese ambassador and the Austrian ambassador at Tokyo has been recalled.

Military Governor in Belgium.

Aug. 26, 6.50 p.m.

Field-Marshal von der Goltz has been appointed Military Governor of the occupied part of Belgium. A Civil Governor has also been appointed.

The Defence of Antwerp.

Aug. 26, 1.20 p.m.

A Belgian official despatch says the army sallied out of Antwerp and drove three German divisions yesterday back for a distance of ten miles from the neighbourhood of Malines upon Wilvoorde.

TO-DAY'S LATEST WAR TELEGRAMS.

British Troops' Gallantry.

Aug. 26, 4.35 a.m.

Details of the great battle show enormous losses on both sides. The British troops and African troops inflicted severe losses on the German Imperial Guard.

All reports are unanimous in praising the admirable behaviour of the English troops, which only fell back at the express command of the Generalissimo (General Joffre) and not owing to pressure by the enemy.

The Algerian soldiers distinguished themselves by a magnificent bayonet charge, advancing three kilometres in spite of a deadly fire from mitrailleuses.

Emperor's Uncle Killed.

Aug. 26, 4.30 a.m.

It is reported on good authority that the Emperor's uncle, Prince Frederick Leopold, commander-in-chief of the Imperial Guard, was killed.

The Defence of Tsingtau.

Aug. 26, 5.30 p.m.

A cable has been received in New York from Tsingtau which says:—

"A cypher message from the Emperor William instructing the garrison to defend the position to the utmost was read at roll-call on Friday evening, and was received stoically."

"The Germans have dynamited all tall structures which would be of assistance to the attacking fleet by giving sighting points, also the railroad bridge at the boundary of their leased territory. They have also razed Chinese villages within their territory, the inhabitants of these villages being partially compensated."

Russian Advance.

Aug. 26, 4.10 a.m.

The Russian forces continue on the offensive. The German Army on the East Prussian frontier beat a retreat by forced marches, concentrating on Königsberg fortress. Three divisions of Germans occupied a fortified position in the region north of Neidenburg. The Russians attacked, enveloping the left flank of the Germans, who fled, abandoning their guns.

Canadian Patriotic Fund.

Aug. 26, 4.10 a.m.

The Canadian Patriotic Fund is rapidly mounting; the city of Toronto alone contributed \$297,000 in one day and expects to raise \$600,000 during the next four days.

LOCAL ITEMS.

The prize ship U. Ferdinand Loeis arrived in the harbour this afternoon.

AMERICAN NEWS.

The Late Brig-Gen. C. C. Carr.

Brig-Gen. Camillo C. Carr, U. S. A., retired, who died in July 29 was a veteran of the Civil War and an old Indian fighter. Gen. Carr was born on March 3, 1842, at Harrisonburg, Rockingham County, Va., and entered Ohio State University in 1859, leaving before graduation to join the army. He served as a private in the First Cavalry from August, 1862, until November, 1863, when he was appointed a second lieutenant in that regiment, being made a first lieutenant in June, 1864. He served continuously with the Army of the Potomac during the war, and as a first lieutenant he commanded six troops of the First Cavalry in all the battles of Gen. Sheridan's Shenandoah Valley campaign, and although wounded at Cedar Creek, he did not leave the regiment. Gen. Carr was brevetted first lieutenant May 6, 1864, for gallant and meritorious services in the battle of Todd's Tavern, Va., and captain September 19, 1864, for gallant and meritorious services in the battle of Winchester, Va.

After the war Gen. Carr was engaged in the Apache Indian campaigns in Arizona for many years, was in the Nez Percé campaign in 1877, the Bannock campaign in 1878, and was again in Arizona in 1881 and 1882. He received the brevet of major February 27, 1890, for gallant services in action against Indians at Comas Meadows, Ida., August 20, 1877. He was promoted to captain in 1889 and a major in the Eighth Cavalry in 1891. He was appointed assistant instructor at the Infantry and Cavalry School in Fort Leavenworth in 1895, and became head of the department of cavalry in 1897, remaining until 1899, when he was made inspector-general of the Department of the Columbia. He was at Huntsville, Ala., with the Eighth Cavalry in 1898, and was made lieutenant-colonel of the Fifth Cavalry in October of that year. He went with the Fifth Cavalry to Porto Rico, where he commanded the greater part of the western end of the island for about seventeen months. When he was made colonel of the Fourth Cavalry in January, 1900, he joined his regiment in the Philippines, returning to this country in 1901. Shortly after his return he was given command of the post and made commandant of the

School of Application for Cavalry and Field Artillery at Fort Riley, Kan. In August, 1903, he was appointed a brigadier-general, and was in command of the Department of Dakota when retired for age on March 3, 1908. Gen. Carr contributed extensively to military journals, and translated "Cavalry Outpost Duty" from the French of Gen. F. de Brack.

Sixth Plague Case in New Orleans.

New Orleans, July 18.—The sixth case of bubonic plague was found here today. The illness of Helen Scott, aged 10 years, was diagnosed as plague, and the child was removed to the isolation hospital. Dr. W. O. Rucker, federal health service representative in charge of plague work here, said the child was stricken on Thursday.

More Chinese Raided.

Atlantic City, July 18.—Terror was spread among several scores of the Chinese residents here last night when immigrant inspectors raided half a dozen suspected opium establishments and Chinese restaurants, and arrested 11 Chinese as immigration violators.

Three of the prisoners were later discharged.

The Federal inspectors declared that the men captured here, together with several thousand more whom Government men are seeking, are believed to have entered the country by way of Saginaw, Mich. The Government hopes through the local captives to capture the heads of the smuggling conspiracy. One of the captives, blind, seemed delighted when told he would be sent back to China.

Chinese Girl Rebels.

San Francisco, Cal., July 30.—An indication of the spirit of progress manifested by the young Chinese residing in this country will be shown at a revolutionary dinner here to-night, when two Chinese girls, Miss Lynne Shew and Miss Ow Yong, will make addresses. Both are students at the University of California.

The banquet is to be given for Gen. Hwang Hsing, leader of the present revolutionary movement in China, and Lin San, president of the dissolved Senate of the republic. Societies representing virtually all the population of San Francisco's Chinatown have charge of the entertainment.

Population of Canal Zone.

Washington, July 30.—As the Panama Canal nears completion, the population of the Canal Zone becomes more stable. Official figures just received here show that, although the total net emigration from the Isthmus during the eleven months ended June 30 last was 15,266 persons, only 233 went away during the last month of that period. During June there was a net emigration of 626 persons. The greater part of these emigrants are labourers returning to their native countries. The excess of persons who embarked over those who landed at Colon and Cristobal during June was 258. Europe contributed only 29 emigrants in the steerage class. At present there is the usual immigration from Central America of returning labourers who have been employed on the banana plantations and on railroad construction in Guatemala and Honduras.

Serbs in Indiana to Raise Funds.

Indianapolis, Ind., July 27.—Stirring speeches on the European political situation which threatens to involve Austria-Hungary and Serbia in a war were made at the Foreigners' Home of the Indianapolis Aid Association last night. A large crowd of men most of whom were Serbians, discussed plans for raising money and sending volunteers to fight for Serbia if war begins.

FRANCE'S BLACK TROOPS.

CONDENSED.

Details of the big battle recently fought in Paris leave no doubt that enormous losses were suffered on both sides.

All reports from the seat of war are unanimous in praising the admirable behaviour of the British troops.

The Canadian Patriotic Fund is rapidly mounting and is expected to total half a million dollars in the next three days.

It is reported on good authority that the Emperor's uncle, Prince Leopold, Frederick, has been killed in action.

Field Marshal von Der Goltz has been appointed Military Governor of the occupied part of Belgium.

The Belgians have driven three German Divisions back ten miles from the neighbourhood of Malines upon Wilvoorde.

The Russians continue on the offensive in East Prussia, and the Germans have been forced to beat a retreat on the Königsberg fortress.

Replying to a question whether in the present crisis some form of compulsory service should not be adopted, Mr. Asquith replied in the negative.

It is reported from New York that the Kaiser has sent a message to Tsingtau instructing the Garrison to defend the position to their utmost.

It is stated that the Germans at Tsingtau have destroyed by dynamite all tall structures which would be of assistance to an attacking fleet by giving sighting points.

It is announced that the British troops only fell back at the express command of the Generalissimo, not under pressure by the enemy.

SUEZ CANAL IN WAR TIME.

In the present condition of war, it may be of interest to recite the conditions of use of the Suez Canal by the nations. In 1888, at the international conference sitting at Constantinople, Great Britain, Germany, Austria, Spain, France, Italy, the Netherlands, Russia and Turkey signed the Suez Canal Convention, the purpose of which was to ensure that the Canal should "always be free and open, in time of war as in time of peace; to every vessel of commerce or of war, without distinction of flag." Great Britain made a stipulation, connected with the condition of Egypt at that time, that her occupation of that country should not be fettered; but in 1904 Britain declared her adherence to the Convention and agreed to it being put in force, except with regard to a provision by which the agents in Egypt of the signatory powers were to meet once a year to take note of the due execution of the Convention. By virtue of this new agreement the Russian warships proceeding to the East in 1904-05 were enabled to use the Canal, but passage was prohibited to Spanish warships in 1898 during the war between Spain and America.

Epidemic of Rabies in Pittsburgh.

Pittsburgh, July 30.—Dr. A. Letere, director of the Pasteur Institute here, to-day announced that an epidemic of rabies had broken out in the city, and advised precautions to prevent its spread. Eleven persons were bitten by mad dogs yesterday, and five of them severely.

TELEGRAMS.

NEWS FOR BUSY MEN.

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NEWS.

Interesting war items from exchanges appear to-day.

Interesting notes on the crisis appear on page 4.

General news and an article on motor ships will be found on page 3.

"Our Contemporaries" appears on page 2, log book on page 6 and commercial news on page 9.

DON'T FORGET.

TO-DAY.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijon Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Sale of furniture—5, Hart Avenue, Kowloon—G. P. Lemmert, at 11 a.m.

Monday, August 31.

Sale of Crown Land, P.W.D.—3 p.m.
War Department Contracts.—Tenders close at noon.
Consul General Netherlands "at home"—11 a.m.

Tuesday, September 8.


United Asbestos Oriental Agency Ltd. Annual general meeting.—noon.
United Asbestos Oriental Agency Ltd. Extraordinary general meeting of shareholders.—noon.

Saturday, September 19.
H.K. and Shanghai Bank Extraordinary general meeting of shareholders—City Hall—noon.

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Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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MEE CHEUNG

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

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Hongkong, 18th July, 1913.

NOTICES

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South China Morning Post.

Can It Last Long?

A vast number of men are engaged in the war. Roughly the number may be put down at sixteen millions, a very important factor in determining that the struggle cannot be a protracted one. There are some who think otherwise in the belief that the longer will it take for the one side to subdue the other. There are arguments in favour of that contention, too, but we incline to the belief that the war will be a short one and that the question of food supply will prove a potent factor to this end ere very long. If the food supply in Germany should run short, riots would be certain to occur. It is doubtful if Germany is in any better position than the United Kingdom in respect to her ability to support herself on home-grown products and, with her shipping suspended and her foreign commerce paralysed, she is certainly in a very much more precarious position than Great Britain or any of the other countries opposed to her.

China Mail.

The War and China.

It is promised that if assassination is contemplated, and if the leader of the plot is arrested, whether he has achieved his purpose or not, those who give the information shall be rewarded with a thousand dollars, and there are five hundred dollars offered to those who may arrest those who are privy to the plot, though they may not be of the rank of leaders. We have here but referred to two or three of the promises that the Chinese Government have promulgated with a view to discovering what is believed to be impending, but therefrom it does not seem improbable that danger is in the air, and the President and his supporters are looking out upon the near future with some considerable and serious apprehension.

We believe, however, that President Yuan and his advisers will be able to cope with any trouble that may arise. The serious aspect of the situation is due chiefly to the precautionary measures that are being taken, and these measures indicate that the Government intends to deal effectively with any incipient rebellion. As to the Army, we believe that President Yuan will retain the respect the Army undoubtedly have for him and that the soldiers will sooner trust him than those desirous of his overthrow.

Daily Press.

Railways in Kwantung.
We are glad to observe that in the British Consular Report on the Trade of Canton for the year 1913, prepared by Mr. J. W. O. Davidson, some comment is made on the delay in linking up Canton-Kowloon and the Canton-Hankow railways. Lack of capital is given as the reason for not commencing this loop. The Consul says: "This line would undoubtedly benefit both railways, and it seems a short-sighted policy to delay its construction, which is estimated to cost \$350,000 to \$400,000." It certainly does seem a short-sighted policy to delay making this connection. The Kwantung section of the Canton-Hankow railway will be about 210 miles in length, and a recently published report leads us to expect that by the end of the year trains will be running all the way from Canton to the district city of Hsin kuan (or Shichow). It seems that it is not proposed to continue beyond this point until the Hunan section is more advanced towards completion, as the country is sparsely inhabited between Hsin kuan and the Hunan border. As bearing upon the question of connecting up the two lines we note that since the opening of the line to Ying Tak receipts are said to have almost doubled themselves, and there is no doubt, the Consul says, that they could be still further increased at the present time but for the shortage of freight cars.

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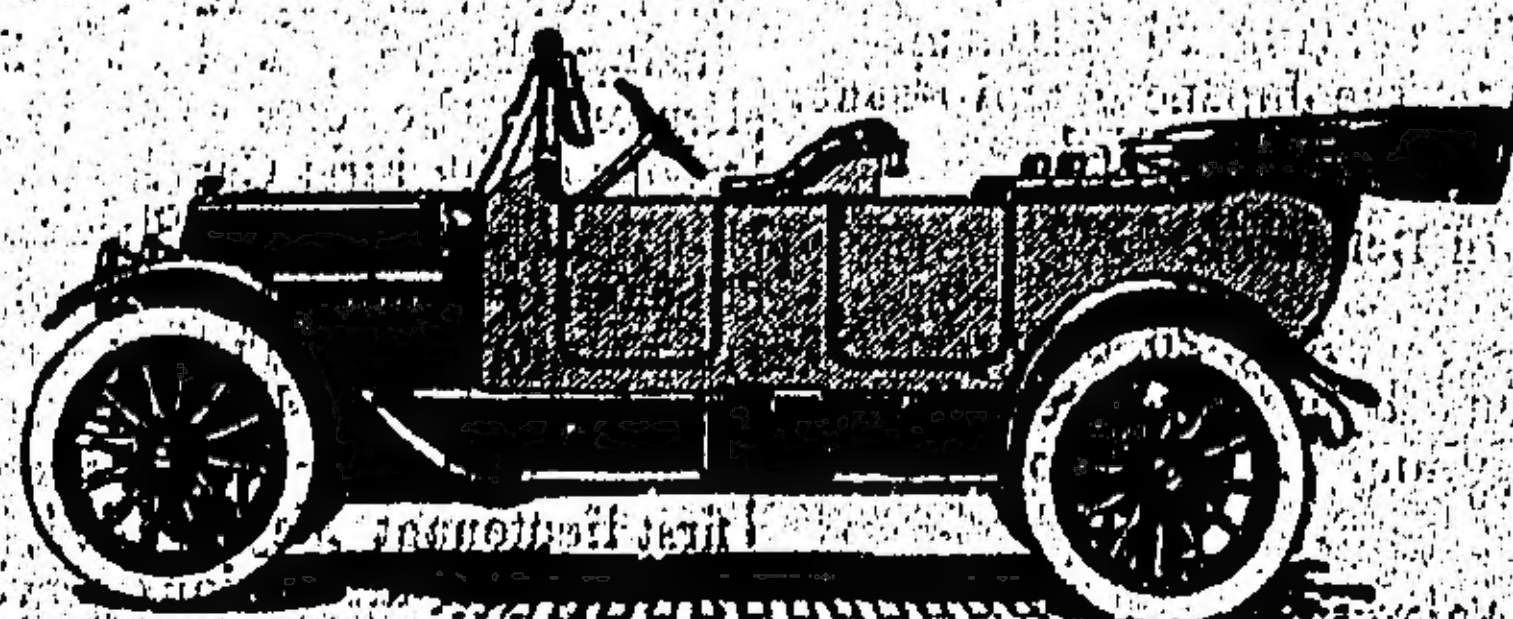
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GENERAL NEWS.

American Prisoner Escapes from the Siberia.

A Yokohama dispatch to the Agents states that an American named R. J. Kitchener, aged 28, who is charged with a serious offence, arrived at Yokohama on the 11th instant on board the Siberia from Manila under police escort. It was discovered later that the man had escaped from the room in which he was confined and disappeared. The Water Police were communicated with, and a search was immediately instituted. The prisoner was at large when the dispatch was forwarded.

Cholera Situation shows Improvement in Manila.

The cholera report for the 24 hours ending at eight o'clock yesterday morning, says the Bulletin of August 19, shows for Manila, one case of the disease and one death. This fatality, although taken up yesterday, occurred several days ago among the detained suspects, and was determined to be due to cholera, by bacteriological examination. Two new suspects and nine new cholera carriers were also located by the authorities and taken to San Lazaro hospital for treatment.

Psychology and Teaching. Psychology and its practical application in the teaching profession was discussed at the "Next Steps in Educational Progress" Conference at London University recently. Mr. Cyril Burt, London County Council Psychologist, said they had found out that there were no such things as clear-cut types. There was no clear-cut criminal type and no clear-cut defective type. Consequently they could not draw a line in class teaching and split the children up into bright and dull sections. They must think not of types, but of variations. They knew that fair people were generally tall and imaginative. But there were many variations, and they must build up a new service of psychology by research in the school-room itself.

Climate and Crime. It has been discovered, says the Englishman, that the further East one goes from India the less traces one finds of violent crime. It would be unfair, of course, to compare the criminal records of India with those of Ceylon, but for the purpose of an odious comparison Ceylon does undoubtedly stand out from other countries further East. Both Ceylon and the Straits Settlements are alike in that they each have a large alien population, but Ceylon, according to the latest reports, has more murder cases in one calendar than the Straits Settlements have in a year. An attempt, albeit an unofficial one, is being made to account for the difference but no solution has yet been found. Perhaps it may ultimately be discovered that the climate is the encouraging factor towards crime for there is a vast difference between the atmosphere of the Straits and Ceylon. Be that as it may, there is no doubt that from the Straits onward the people are most orderly—the Chinese not excepted in times of peace. The last Hongkong Sessions furnished a notable instance of the truth of this with a blank calendar.

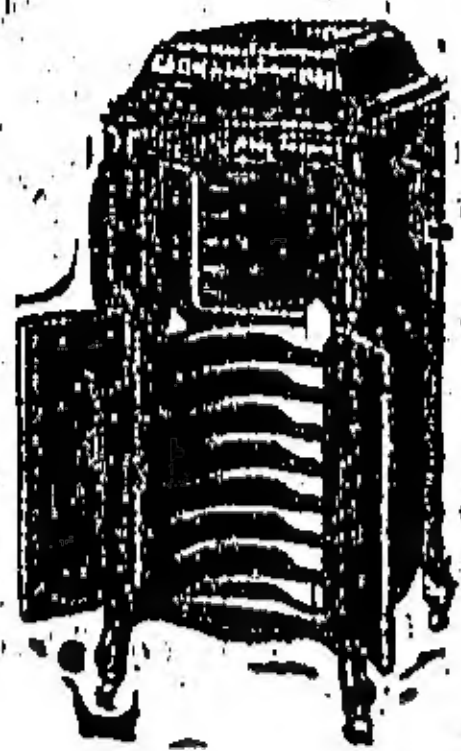
Chinese Overseas Residents. The attention of the Government has been drawn to the protection of the Chinese overseas merchants by a suggestion made by a certain official of the Government to the effect that as the overseas merchants are always patriotic to their mother country, it is incumbent on the Government to take some measures to "work up" their patriotic feelings lest they should be induced by the rebels to support their cause. Some days ago the Government wired to the overseas merchants in the various countries, notifying them of the following facts:—

(1) That the Government will adopt definite measures for the protection of their life and property.
(2) That they may send back their children to be educated in the home institutions.
(3) That with the exception of those who have become citizens of other nations through naturalization, the rest of them should report the number of the members of their families to the Chinese Government.

NOTICE

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MOTOR SHIPS IN SERVICE.

It is customary, says the Times, to discount all predictions regarding the advantages which will be gained by the introduction of novelty, no matter what form it may take, and it is therefore something of a surprise to find that in regard to one of the most important aspects of the question, the motor ship has more than fulfilled all that was anticipated from it. Whatever else may now be said against the employment of the marine oil engine for the propulsion of vessels, it can not be averred, even by the staunchest advocate of the steamship, that there was any exaggeration in the figures which were originally given for the consumption of fuel oil for the main and auxiliary machinery. It can in fact be deduced from the results attained during the course of the past two years that the claims made were perhaps somewhat conservative, and the general statement that a motor ship consumes one-fourth of the weight of the fuel of a corresponding steamship certainly did not err in favour of the motor vessel. On the basis of the average figures obtained from a number of motor vessels equipped with engines of both types, it would seem fair to say that while boats in which two-cycle engines are installed give a consumption of just over one-quarter of the weight of coal used in a similar steam vessel, those equipped with motors of the four-cycle type often use considerably less than one-fourth the weight of coal. Knowing the ratio of the weight of fuel used in steam and oil driven vessels respectively, shipowners are in a position to determine exactly what economies they may obtain by the use of motor ships instead of steam vessels, since it is easy to ascertain the average prices, for fuel and coal respectively, which are maintained on the various routes on which any particular vessel trades. Most of the vessels hitherto built, in which Diesel engines are installed, have been comparatively slow boats, but there does not seem any reason to suppose that with higher powers there should be relatively any decrease in economy. In fact the contrary is likely to be the case. As an actual instance of the fuel consumption of motor vessels reference may be made to the case of a boat with a deadweight capacity of just over 9,000 tons, a machinery installation of about 185 tons of oil a day. In both these instances motors of the four-cycle type were installed, and in comparisons with two-cycle motors about 10 per cent would have to be added to the consumption given. There appears, however, to be a diminution in fuel consumption with the

newer types of two-cycle motors, and it is not unlikely that in the future the economy of the latter will approach the four-cycle type, at any rate to within about 5 per cent.

There are now at least eight entirely different types of Diesel engines installed in boats in commission in various parts of the world, and there are many others which, while being similar in general lines of construction to one of the eight types, embody modifications that render them practically a special design. Probably about 15 or 20 manufacturers are represented by the marine Diesel engines now in use, so that with all the peculiar details of construction that must be found in so many different engines, the weak points of the Diesel motor have of necessity been found out to a large extent during the past 12 or 13 months. This is undoubtedly one of the great advantages of the widespread variety of construction, and it has come much to lead towards the production of a marine oil engine that shall be in every way suitable for the requirements of ship propulsion. It is noteworthy that in many of the newer designs the builders have altered their original arrangements where they have found that their ideas were not so satisfactory as those of other manufacturers. This statement applies to many details such as the choice of material for the cylinders (cast iron now practically having replaced steel entirely), the method of supporting the cylinders, and the number of fuel pumps. The remarks just made do not, however, apply to the question of the choice of auxiliary machinery for motor vessels. Steam and electrically driven apparatus are about equally employed in existing motor ships, although probably the former has the advantage numerically in installation. The reason seems to be mainly the lower original cost of a steam plant, as compared with electrically driven auxiliaries and generating plant, but it appears that the cost of operation of the latter is much smaller than with steam. When boilers are installed oil firing is almost invariably employed, and the inefficiency of relatively small oil burning boilers is well known. On many motor vessels electricity has shown itself well adapted for driving all the deck machinery, such as winches and windlasses, and also the necessary auxiliary pumps in the engine-room and elsewhere. Its use will probably become more widespread, especially on the larger vessels, but it now appears certain that compressed air and hydraulic drive for auxiliaries will not be employed, although when the question of the motor ship was first mooted it was fairly generally anticipated that one or both of these systems would offer marked competition to electrical and steam operation.

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Chinese Financial Expedients.

In the absence of foreign loans the Government is endeavouring to devise other means to tide over its financial embarrassment. It is said that the following measures have been under the consideration of the Authorities and that they will be carried into effect as soon as the same meet with the approval of the members of the Financial Council:—

1. In any event the provinces must forward the monthly remittance to the Government according to the amount fixed for each of them. Severe punishment shall be meted out to the provincial authorities in case they fail to comply with the Government's order as aforesaid.
2. To reduce the salary of officials or a certain percentage of their salary will be paid in domestic bonds instead of cash. This will apply not only to the salary of the officials of the Central Government but also to the local officials as well.
3. The redemption of the short-term internal loans, which have already fallen due, will be postponed.
4. In case the raising of the present internal loan proves successful, more loans will be projected.

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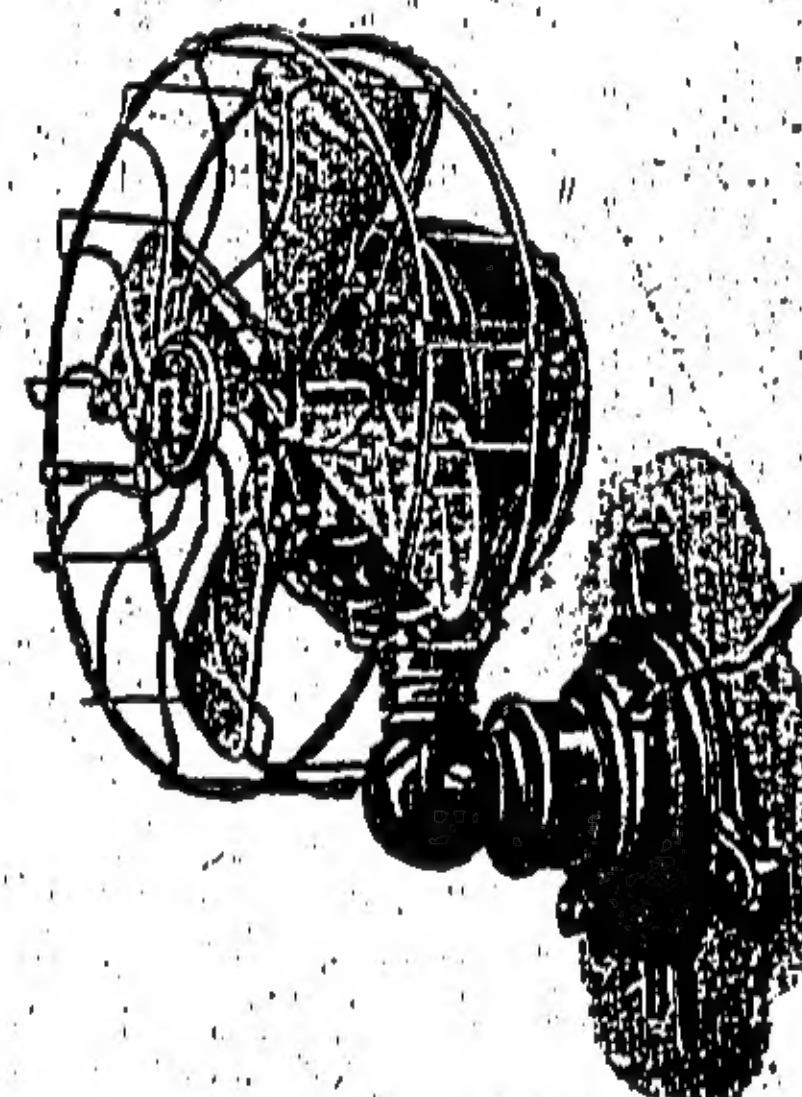
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BANKRUPTCY COURT.

Interesting Cases This Morning.

This morning the Chief Justice, Mr. Justice Gompertz, sat in Bankruptcy Jurisdiction and had before him the following cases:—

Indian Firm's Position.
In re A. M. Eschbayer, hearing of petition.

Mr. G. K. Hall Brutton said that, with the consent of the Official Receiver, he would ask for an adjournment of the petition, and he thought it was desirable that the Court should be acquainted with the position with regard to the assets and liabilities.

The unsecured liabilities amounted to \$255,000 and the unsecured assets to \$222,000. The estate in Hongkong was practically solvent, but, by reason of the failure of the firm at Bombay and Valencia and other places, the petition had to be put on the file. If his Lordship would allow the matter to stand over for a month they would be in a position to see what could be done for the creditors, either by a composition or by a distribution of the assets.

His Lordship:—Do you suggest that the local creditors should have any preference?

Mr. Brutton:—That is what we shall have to ascertain.

Mr. Carmichael, the Official Receiver, detailed the number of branches that the firm had, and said that it would be a cumbersome business to get into communication with them all. The Official Assignee at Bombay had telegraphed to the manager in Hongkong instructing him to hold the assets on his behalf, but he did not think that that could be done without the consent of the Court.

His Lordship:—As far as to-day is concerned, there is no reason why the application should not be adjourned for a fortnight.

The Official Receiver agreed, but pointed out that an adjournment for more than a fortnight could not be granted.

An adjournment was granted. After several adjournments. In the case of Li Kin-tung, adjourned hearing of petition, the Official Receiver pointed out that there had been three adjournments. The petition was filed on May 29, more than three months ago.

Mr. Faithfull, for the petitioning creditor, asked for a receiving order.

The Official Receiver said there was the question of costs to be considered. There had been adjournments, and on two occasions the petitioning creditor had not been represented.

Mr. Faithfull explained that his absence on former occasions were due to a misunderstanding, and the fact that he had been engaged in another Court.

His Lordship made the order without any special order as to costs.

Petitioning Creditor Absent.
Regarding Yuen On, adjourned hearing of petition, Mr. W. Crowther Smith, for the petitioning creditor, asked for another adjournment, on the ground that it might be necessary to amend the petition, and it was impossible to proceed without the attendance of the petitioning creditor, who was resident in Canton.

The Official Receiver asked that an adjournment of not more than a month from the first date be given.

An order for adjournment was made by His Lordship.

Advantageous Adjournment.
In re Kwan Yick and Kwan Mo, hearing of petition, Mr. Agassiz, of Messrs. Harding and Agassiz, for the petitioning creditor, said he had been instructed to ask for an adjournment. The reason for the application was that there was a scheme being put forward; there was a prospect of a substantial composition being paid to the creditors, and it would be to their advantage to have an adjournment while negotiations were proceeding.

The Official Receiver had no objection, and the case was allowed to go over.

Conditional Discharge.
In the case of A. M. Costa on an adjourned hearing of the debtor's application for discharge, the Official Receiver said that the receiving order was made on June 1, 1912, and debtor was adjudged bankrupt in August of the same year. His liabilities were \$1,080 and there were no

THE RIVAL ARMIES.

Relative Strengths of the Forces in the War.

The following figures, showing the peace and war footings of the several Armies engaged in the great war, are taken from the *Daily Mail* Year Book for 1914. No official figures are published for the war strength of the Great Powers; the figures given are extreme estimates in most cases:—

| | Peace. | War. |
|---------------|-----------|-----------|
| Austria | 300,000 | 2,500,000 |
| Belgium | 55,000 | 300,000 |
| France and | | |
| Algeria | 730,000 | 4,000,000 |
| Great Britain | 230,000 | 380,000 |
| Germany | 814,000 | 5,500,000 |
| Japan | 230,000 | 2,000,000 |
| Russia | 1,200,000 | 4,500,000 |
| Serbia | 38,000 | 300,000 |

The British figures include only Regulars and their reserves, at 265,867. Territorials must be added. The British Indian Army comprises 150,000 trained men on peace footing and 195,000 on war footing.

VOLUNTEER ORDERS.

Corps orders issued by Lieut. Col. A. Chapman, V.D., under date of yesterday, state:—

Rifles, equipment, etc.—Several cases having occurred of rifles, equipment etc being left at Headquarters contrary to Order No. 4 of 22. 8. 14 it is notified for information that any further occurrences will be treated as Military Offences. Every man is personally responsible for the safety and good order of his arms and equipment and must take them away with him when going off duty.

A quantity of private baggage (camp-beds etc.) have also been left. If these are not claimed and removed before noon on Friday 28 they will be sold or destroyed.

Uniform—All ordinary parades will be in drill order (rifles, belts and sidearms) unless otherwise ordered. Men in possession of khaki-shirts may parade in shirt-sleeves. Shorts will be worn.

Telephone—Calling up the Volunteer Headquarters by rank and file is forbidden, except in cases of urgency. Any applications for stores etc. must be made in person. Applications for leave etc. must be in writing through Commanding Officers. In future stores etc. will only be issued between the hours of 3.0 p.m. and 3.0 p.m.

Detail.—On duty Thursday 27th.—Group 2; on duty Friday 28th.—Group 3; on duty Thursday 27th, Capt. Armstrong, Lt. Lindell & Lt. Norrington; officers on duty Friday 28th, Capt. Stewart, Lt. Cunningham & Lt. Wright.

assets. The bankruptcy of the debtor was due to the fact that he guaranteed loans to friends and about nine-tenths of his liabilities were for money so lent. Substantial payments had been paid since he was adjudged bankrupt, and debtor had paid a dividend of 25 per cent. and there was now sufficient money in the hands of the Official Receiver to pay a further dividend of 15 per cent. He asked his Lordship to grant the debtor's discharge, conditional upon a judgment being entered against him for a sufficient amount to enable the dividend paid to be made up to 50 per cent.

On these conditions the debtor's discharge was granted.

Other Cases.
In the case of Chan Mak-heung, the Official Receiver asked for the case to be adjourned to chambers. The petition was a debtor's petition and he now wanted leave to withdraw it.—Application granted.

When the affairs of Po On Tai came up for consideration, Mr. Shenton, of Messrs. Deacon, Looker, Deacon and Harston, for the petitioning creditor, said he was also in communication with the debtor. Mr. Goldring represented the majority of the creditors, and it was desired that the matter should be postponed for the purpose of considering a composition.

The matter was adjourned for a fortnight.

WAR ITEMS.

Further Interesting Reports.

A German vessel, believed to be one of the Hamburg-America vessels, was captured at the mouth of the Yangtze on August 15 and sent down to Hongkong with a prize crew on board.

H.A.L. Boat Detained.
The Hamburg-America Line steamer *Spezia*, 4,148 tons, which was loading at Vladivostok, has been detained, and has had her wireless telegraph apparatus completely removed.

The Captain and crew were ordered to quit the ship. Two other German steamers were also seized at Nicolaevsk.

Japan's Intentions.

It is understood that the action of Japan in taking part in the European imbroglio will not extend to the Pacific Ocean beyond the China Seas, except in so far as may be necessary to protect Japanese shipping lines in the Pacific, nor beyond Asiatic waters westward of the China Seas, or to any foreign territory except territory under German occupation in Eastern Asia.

Cargo Commandeered.
The cargo of the Blue Funnel steamer *Ision*, which consisted largely of foodstuffs and tinned goods, destined for Manila, has been commandeered by the Government of Hongkong for the use of the Colony and the vessel has been compelled to discharge her cargo at this port.

No Mobilization in Indo-China.
There has been no mobilization in Indo-China. A declaration by the Acting Governor-General states that the defence of the Colony does not necessitate such a measure.

German Wrath in Tsingtau.
Tsingtau, Aug. 18.

The prevalent feeling in Tsingtau is as follows:—

The ultimatum of Japan, has caused no uneasiness here, but only a feeling of bitter indignation and general surprise that the British, French and Russian forces did not themselves attack Tsingtau. Japan is doing great honour to German arms by mobilizing three divisions of her army and a squadron of her fleet against Tsingtau.

The superior strength mastered by the four allied Powers cannot change the military decision arrived at here. But the intention of Japan to surprise Tsingtau in this manner is considered to be inconsistent with the world-famous chivalry and military tact of the Japanese nation, inasmuch as there was no reason for so amazing a breach of international law, taking into consideration the commercial and especially the cultural relations which Japan has entertained with Germany, and the careful treatment by Germany of Japanese interests during the course of the present war.

The wrath of Germans is directed not so much against Japan, who has been enticed by Great Britain's political jobbery and forced by financial extortion, as against the unmilitary action of the British, whose sailor courage thought it necessary to call to their assistance Dai Nippon against a garrison.—*N. C. Daily News.*

Beleaguered Tsingtau.
Chunshan, Aug. 19.

Preparations are being made at Tsingtau for a long siege. Two weeks ago the authorities there had sufficient stores to last for four months, but during the past ten days train-loads of provisions have been despatched daily from Tsingtau to Tsingtau.

The attempt of the Germans to compel the coolies to dig trenches and do other work which they were unwilling to do was not entirely successful. They worked during the day but at night many of them slipped across the Kiaochow Bay to Chinese territory in the junks of their friends.

The knowledge that the Germans have as much as they can do to protect their own interests at Tsingtau has given rise to a great deal of lawlessness and robbery in various districts in Shantung. Conditions are especially bad in the neighbourhood of the Hung Shan mines, but in other places there have been pitched battles between the robbers and local soldiers in which the latter were far from being victorious. Soldiers from Tsingtau have been sent to various places to suppress the robbers but with no good result. As soon as they get

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news of the approach of the Tientsin soldiers, the robbers temporarily suspend business, which is resumed as vigorously as ever when the troops have departed. The methods of the soldiers would be laughable if the results were not so serious. A company of soldiers was sent recently to Tsowping to suppress the robber bands that were busy to the north of the city. Their was of suppressing the robbers was to stay in the city for a time, and then return to Tientsin.—*N. C. Daily News.*

The War and Japanese Trade.
What will be the effect of the European War on the economic well-being of Japan? If the war zone should be confined to Europe, a Japanese contemporary, what Japan may lose in her trade with Europe she may hope to recoup, at least to some degree, by extending her trade interests in China. If in the course of the present war the United States should have the misfortune of being dealt a serious economic blow, Japan's trade with the United States would be correspondingly depressed. However, demands for supplies and stores for consumption by millions of soldiers and sailors will naturally be increased. But all being considered, Japan's trade is bound to be gravely affected. Next, seen from a financial point of view, Japan will be denied the facility of importing foreign capital. Moreover, specie held by the branches of foreign banks in Japan may be attracted in large quantities to their home countries. Thirdly, foreigners belonging to the belligerent Powers may sell what share stocks, bonds, etc., they may hold and may leave for home with the specie they have realized by the sale. Every thing depends upon how far the war zone may be enlarged and what fresh international complications will arise.

War Area in Kiaochow.
Peking, Aug. 21.

Japanese reports state that the Tientsin authorities and the Chinese Government agreed that the war area should comprise all territory within one hundred li around Tsingtau. The Japanese, however, do not agree to this proposal and demand that the war zone shall consist of all territory to the east of the Yellow river.—*Reuter.*

Japanese Preparations for War.
Peking, Aug. 21.

Another report states that the German Consul in Mukden has been notified by the Japanese that he must leave or be taken prisoner if war is declared by Japan. If this is true it is obvious that Japan intends to control South Manchuria on the ground, no doubt, that Japanese property must be protected.—*C. N. Daily News.*

Chinese Land Leased To Russians.
The Chief Administrator of Altai has wired to the Ministry of Foreign Affairs to the effect that the natives of Altai often leave their land to the Russians and the latter then develop the same or build houses thereon and that as the result of such cases, embarrassing diplomatic questions often arise. Hence, he notifies the Russian Minister at Peking of this fact and requests him to caution his nationals that hereafter if they lease land from the natives their lease will be considered null and void directly the case is discovered by the Chinese authorities.—*Peking Gazette.*

REVOLVER POSSESSION.

Minding It for a Ship's Officer.

This morning, at the Police Court, before Mr. O. D. Melbourne, F. Nicol, of the Imperial Hotel, was charged, by D.S. Wills, with having a revolver in his possession and six rounds of ammunition, without the permission of the Capt. Superintendent of Police. The defendant pleaded guilty, and informed his Worship that he had possession of the weapon because he was minding it for a ship's officer named McCullum, who had left it with him for safe custody.

Mr. McCullum, in the witness box, said that this was so, and that he was going to take out a licence.

D. S. Wills explained to His Worship that what Mr. McCullum ought to have done when he left the ship was to have left the revolver in the custody of the Captain Superintendent of Police until he had found another ship.

Mr. Melbourne made an order forfeiting the revolver, but told McCullum that he would rescind the order upon his obtaining a licence.

FLOOD RELIEF BAZAAR.

Aerated Water at \$220 a Bottle!

The Committee of the Flood Relief Bazaar requests us to state that, at the bazaar which was held at West Point recently, Messrs. A. S. Watson & Co., in addition to their gift of a free supply of aerated waters, offered to present two gold and two silver medals to those gentlemen who paid the highest prices for a bottle of the Company's aerated waters. The gold medals were won by Messrs. Wong Sheu-shan and Lau Yau-fong, who paid \$220 and \$210 respectively, and the silver medals were awarded to Messrs. Lau Yau-fong and Ho Kung-tong who paid respectively \$100 and \$50.

The medals, which are very handsomely made, have been received by the Committee and handed over to the gentlemen above-named. The Committee beg to tender Messrs. A. S. Watson & Co. their sincerest thanks for the Company's very generous gift of aerated waters and medals.

THE FATTEST MEN IN EUROPE.

A correspondent writes:—Just a few contradictory words to your article of the 24th. inst. on "The Fattest Men in Europe." Professor Lyde, whoever he is, certainly does not seem to know very much about the Danish dairy farmers. He may be right in stating that they are fat, but as to their being lazy is another question. Perhaps the man of the house does not attend to the actual dairy-farming, yet it is he who attends to the selling of the produce. Besides, wherever dairy-farming is carried on the men generally have some little by-product to attend to. As to the "munching" of sandwiches, I have never heard of such a thing during my stay of six years in Denmark. On the contrary, this nation is very regular in the way of taking meals. I should like you to publish this, as it might correct any misunderstanding, yesterday's article might have caused.

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Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

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D. W. CRADDOCK, General Traffic Agent for China, Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for KOBE & MOJI, on 8th Sept.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 22, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Summer Excursion Tickets to Japan by all Lines.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

| Steamers. | Arrive Hongkong from Australia. | Sail Hongkong for Australia. |
|-----------|---------------------------------|------------------------------|
| TAIYUAN | 12th Sept. | 16th Sept. |

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 93.

Butterfield & Swire.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

| Destination. | Steamers. | Sailing Date |
|---|---|--|
| MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, and Port Said. | Kamo Maru Capt. | (WEDNES., 9th T. 16,000 Sept. at 10 a.m. |
| VICTORIA, B.O., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama | Yokohama Maru Capt. | (TUES., 8th T. 12,500 Sept. at 4 p.m. |
| *Not calling at Shanghai. | | |
| SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane | Tango Maru Capt. Sekine Nikko Maru Capt. | (WED., 23rd T. 13,500 Sept. at noon. (WEDNES., 19th T. 9,300 Oct. |
| CALCUTTA, via Spore, Penang & Rangoon. | Rangoon Maru Capt. Nomura | (MONDAY, T. 12,500 14th Sept. |
| BOMBAY via Singapore and Colombo. | Tango Maru Capt. Sekine | T. 9,600 |
| NAGASAKI, Kobe, SHANGHAI, Moji and Kobe | | |
| KOBE & Yokohama | | |

Cargo only.

Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

| | YOKOHAMA | KOBE | MOJI | NAGASAKI |
|---------------------|----------|---------|---------|----------|
| Return. | Return. | Return. | Return. | Return. |
| 1st class.....\$135 | \$122 | \$108 | \$95 | \$85 |
| 2nd class.....\$ 81 | \$ 75 | \$ 65 | \$ 57 | \$ 57 |

With option of Rail between Steamer's Calling ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers. | To Sail. |
|-----------------------|-----------|----------------------|
| SHANGHAI | Yingchow | 30th Aug. at d'light |
| MANILA, CEBU & ILOILO | Teian | 1st Sept. at 4 p.m. |
| SHANGHAI | Liangchow | 1st Sept. at 4 p.m. |
| W'WEI & TIENSIN | Hulchow | 3rd Sept. at noon |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chintua," "Taming," and "Teian." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teian."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaoxing" and the S.S. "Liangchow," "Luchow" and "Yingchow" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of trans-shipment at Woosung.

Reduced Fare:—Hongkong to Shanghai:—Single \$45, Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 27th Aug., 1914.

Agents.

RUSSIAN VOLUNTEER FLEET.

Captain D. A. Lukhmanoff.

Agent for

Hongkong, South China, Indo-China and Philippines Islands.
Office:—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.

P. O. Box 472.

Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Aug. 5, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

| Steamer | From | Keel on or about | For | Will leave on or about |
|-----------|-------|------------------|-------|------------------------|
| Tilmanock | | | SHAI | 2nd half Aug. |
| Tilmanock | | | JAPAN | 2nd half Aug. |
| Tilmanock | | | JAPAN | 2nd half Aug. |
| Tilmanock | | | JAPAN | 1st half Sept. |
| Tilmanock | | | SHAI | 1st half Sept. |
| Tilmanock | | | JAPAN | 1st half Sept. |
| Tilmanock | | | JAPAN | 1st half Sept. |
| Tilmanock | | | JAPAN | 1st half Sept. |
| Tilmanock | | | JAPAN | 2nd half Oct. |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

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TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

| Steamer. | Displacement | Tons & Speed |
|-------------|-------------------|--------------------------------|
| Tenyo Maru | 22,000 - 21 knots | From N'saki, Tues., 15th Sept. |
| Shinyo Maru | 22,000 - 21 knots | " H'kong Tues., 22nd Sept. |
| Chiyu Maru | 22,000 - 21 knots | " |

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....\$71.10. Return (6 months) \$120.

First Class to New York.....\$68. " " \$96.10.

" " San Francisco \$45. " " \$68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Sat., 3rd October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

| Steamer. | Arrive Hongkong from Australia. | Leave Hongkong for Australia. |
|------------|---------------------------------|-------------------------------|
| St. Albans | 2nd Sept. | 26th Sept., 10 a.m. |
| Eastern | 14th Sept. | 9th Oct., " |
| Aldenharn | 3rd Oct. | 30th Oct., " |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCOW RETURN.

(Occupying 9 to 10 days.)

| Steamships. | Captain | Leaving. |
|-------------|----------------|----------------------|
| Haitan | J. W. Evans | 1st Sept. at 11 a.m. |
| Haitan | W. O. Passmore | 4th Sept. at 11 a.m. |

FOR AMOY AND FOOCOW.

| | | |
|---------|---------------|----------------------------|
| Haiyang | A. E. Hodgins | SAT., 29th Aug. at 11 a.m. |
|---------|---------------|----------------------------|

FOR SWATOW.

| | | |
|--------|---------------|----------------------------|
| Haimun | A. H. Stewart | SUN., 30th Aug. at 10 a.m. |
| Haimun | A. H. Stewart | WED., 2nd Sept. at 11 a.m. |

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fare.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

LOG BOOK.

Shipping Business—Higher

Freights but no Trade.

The European war has broken

out, remarks the Asahi, just when

shipping business was just about

to emerge from its summer

slackness and British, German,

French and Austrian steamers

have withdrawn from business,

some being taken up by their

Governments and others having

taken shelter in neutral ports.

The Nippon Yusen Kaisha, and

other Japanese steamship owners

have received notice of the levy

by the Government of their

vessels, and the supply of

steamers has fallen short. Ship-

pers have shown a sudden

activity and coal freights between

Moji and Yokohama have ad-

vanced by 30 to 40 sen, now ruling

at 30 or 30 sen. Timber freights

between Kitami (Hokkaido) and

Oosaka or Kobe have advanced

by Y2 or Y3. Encouraged by this

advance, steamship owners are

demanding a rate some 30 per

cent, higher in charter money.

But from fear of danger at sea,

and the banks refusing to accept

drafts, merchants are holding

back shipments of cargo, and

little is being carried. Steamers

are finding no charterers and the

high charter rate is only nominal.

About 400 tons have been booked

by the N.Y.K. steamer "Takasago-

maru" which is to sail from

Yokkaichi to-morrow for North

China, but owing to the higher

rate of war risk charged and the

paralysis of exchange business,

contracts for the shipment of 300

tons have been cancelled. Insurance

charged on goods for America is

ruling at Y2, and Messrs. Morimura

Broas, who have branch offices in

America, are reported to have

shipped more porcelain than usual

by the N.Y.K. steamer "Aki-

maru" which sailed from Yok-

kaichi yesterday, for America, in

anticipation of a falling off in the

imports from Germany. We

further learn from the Asahi that

the N.Y.K. steamer "Katori-

maru," on the European line, sailed

from Yokohama on the 12th

instant practically empty, nor is

she expected to pick up much

cargo at the southern ports.

Formalities for the Opening

of the Panama Canal.

According to the "Railway

Review" preliminary arrange-

ments have been completed for

the formal opening of the Panama

Canal, shortly after the close of

the next session of Congress, 4th

March 1915. The occasion will

be marked by a naval parade

through the canal with President

Wilson, on board the battleship

"Oregon," at its head. On board

the "Oregon" besides the Presi-

dent will be Secretary Daniels,

Admiral Dewey, Admiral Clarke

and possibly Secretary of War

Garrison and Colonel Goethals.

Other members of the cabinet will

be on board various ships in the

line passing through it is possible

for them to arrange to attend the

formal opening. While the form-

alities of opening the canal will

not take place until the President

can reach there conveniently

after the closing of Congress, the

canal will be open for business

probably as early as January.

Sugar barges are already using

the canal as a supplement to the

Panama railroad, and it is ex-

pected that all danger of slides

will have been removed within

six months. Eleven nations have

already signified their intention

of taking part in the naval parade,

which will be the chief ceremony

of the formal opening. Austria,

Argentina, Cuba, France, Great

Britain, Germany, Italy, Japan,

Portugal, Spain, Russia and

Sweden are the nations which

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

| For | Steamship | On |
|-------------------------|-----------|---------------------------|
| S'PORE, Pang & Coota... | Fooksang | Sat., 29th Aug. at 3 p.m. |
| MANILA via S'hai... | Loonsang | Sat., 29th Aug. at 2 p.m. |
| TIENSIN via S'hai... | Lienshang | Sun., 30th Aug. at light |
| TIENSIN via S'hai... | Chipshing | Tues., 1st Sept. at noon |
| SHANGHAI via Ningpo... | Wingsang | Tues., 1st Sept. at noon |
| SANDAKAN... | Hinsang | Wed., 2nd Sept. at noon |
| SHANGHAI... | Choyasang | Thur., 3rd Sept. at noon |
| MANILA... | Yuensang | Sat., 5th Sept. at 2 p.m. |
| S'HAH, Kobe & Moji... | Kutsang | Tues., 8th Sept. at light |

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Lalsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Daini, Weihaiwei, Tsingtau, etc. Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG. Subject to change without Notice.

"Shire" Line Service.—Homeward.

| For | Steamers | Date of Sailing |
|---------------------|----------------|-----------------|
| LONDON & ANTWERP... | Carnarvonshire | 4th Sept. |

Trans-Pacific "Shire" & "Glen" Joint Service

| | | |
|------------------------|----------------|------------|
| VICTORIA, V'VER, ST'LE | Merionethshire | 8th Sept. |
| TACOMA & P'LAND | | |
| VICTORIA, V'VER, ST'LE | Cardiganshire | 30th Sept. |
| TACOMA & P'LAND | | |

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215 Sub. Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

Agents.

14

THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS. BOILERMAKERS. FORGMEN, BRASS & IRON FOUNDERS. CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-

HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

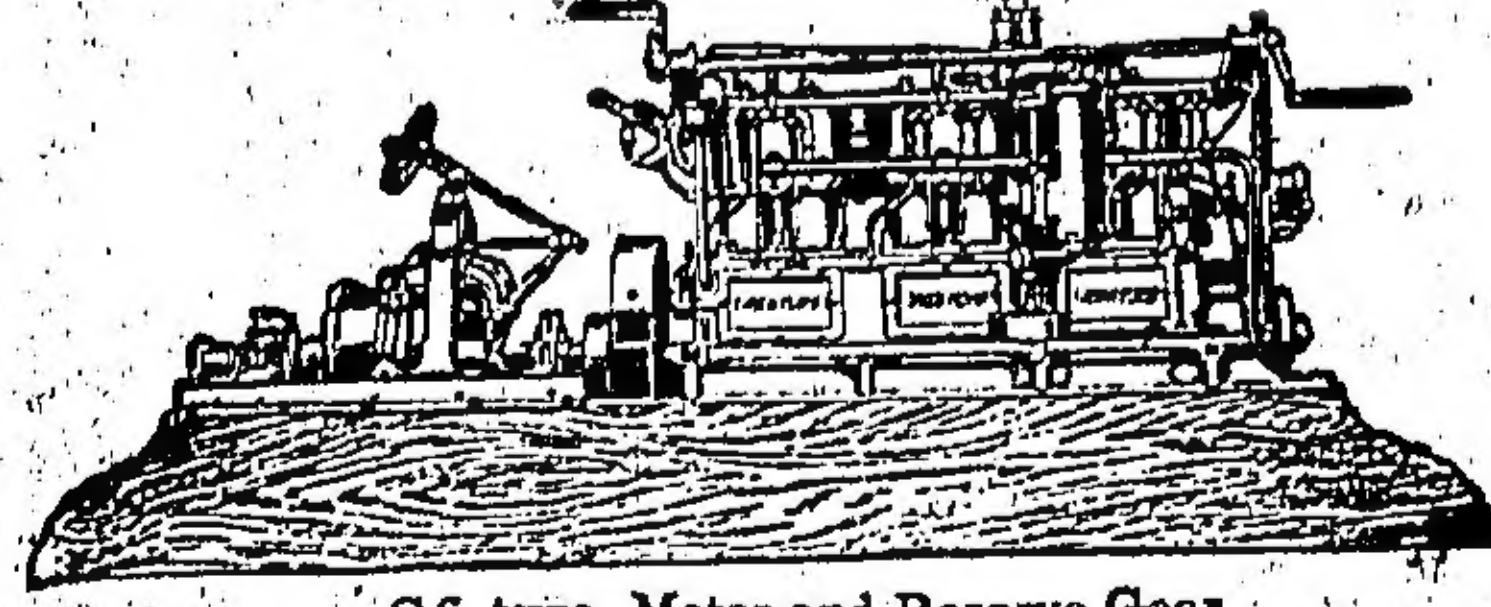
AGENTS for—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70. Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR

VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address: "TAIKOODOCK"

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

| Destination. | Vessel's Name. | For Freight Apply To | To be Despatched. |
|---|----------------|----------------------|-------------------|
| London & Antwerp via S'pore etc. | Nile | P. & O. | 28. Aug. |
| London, via Usual Ports of Call | Malta | P. & O. | 29. Aug. |
| London & Antwerp | Carshire | J. M. Co. | 4. Sept. |
| M'lea, London & Antwerp via S'pore etc. | Kamo M. | N. Y. K. | 9. Sept. |

NEW YORK, SAN FRANCISCO AND CANADA.

| | | | |
|------------------------------------|-------------|-----------|-----------|
| V'ia B.C. T'ma via K'lung, Japan | Seattle M. | O. S. K. | 3. Sept. |
| San Francisco, via Shanghai, | | | |
| M'ia, Japan and Honolulu | Tenyo M. | T. K. K. | 5. Sept. |
| San Francisco, via Shanghai, | | | |
| M'ia, Japan and Honolulu | Nippon M. | T. K. K. | 8. Sept. |
| Victoria, Vancouver & Seattle | Merchire | J. M. Co. | 8. Sept. |
| Vancouver via S'hai, Japan etc. | Monteagle | C. P. R. | 8. Sept. |
| V'ia B.C. S'ha via K'lung, S'hai & | Yokohama M. | N. Y. K. | 8. Sept. |
| San Francisco via S'hai & C. | Tenyo M. | T. K. K. | 15. Sept. |
| San F'co via S'hai etc. | Mongolia | E. M. Co. | 15. Sept. |
| Vancouver via S'hai & Japan & C. | E. of India | C. P. R. | 16. Sept. |
| Ports via Japan | | | |
| Seattle via Nagasaki etc. | Seiyo M. | T. K. K. | 3. Oct. |
| | Minnesota | N. Y. K. | 14. Nov. |

AUSTRALIA.

| | | | |
|-----------------------------|------------|-----------|-----------|
| Australian Ports via Manila | Empire | G. L. Co. | 28. Aug. |
| Australian Ports via Manila | St. Albans | G. L. Co. | 28. Aug. |
| Australian Ports via Manila | Taiyuan | B. & S. | 16. Sept. |
| Australian Ports via Manila | Tango M. | N. Y. K. | 23. Sept. |

SINGAPORE, COAST PORTS AND JAPAN.

| | | | |
|----------------------------------|-------------|-------------|------------|
| Moji & Kobe | Kawachi M. | N. Y. K. | 28. Aug. |
| Tientsin via Shanghai | Lienshang | J. M. Co. | 30. Aug. |
| Singapore, Penang & Calcutta | Dunera | D. S. Co. | 31. Aug. |
| Bombay via S'pore & Colombo | Kamakura M. | N. Y. K. | 31. Aug. |
| Shanghai, Kobe and Yokohama | Polynesia | M. M. | 1. Sept. |
| Yokohama, Kobe and Moji | Tanda | D. S. Co. | 3. Sept. |
| Shanghai | Choyasang | J. M. Co. | 3. Sept. |
| S'hai, Moji, Kobe and Whama | Namur | P. & O. | 3. Sept. |
| S'hai, Y'hama, Kobe and Moji | Takada | D. S. Co. | 4. Sept. |
| Kobe and Moji | Banri M. | D. & C. | 6. Sept. |
| Bombay via S'pore, & Colombo | Rangoon M. | N. Y. K. | 14. Sept. |
| S'pore, Batavia, Cherbon, etc. | Riojun M. | D. & C. | 22. Sept. |
| Singapore, Mauritius and South | | | |
| African Ports | Salamis | B. L. L. | 25. Oct. |
| Swatow, Amoy and Foochow | Haiyang | D. L. Co. | Q. desp. |
| Batavia, Cherbon, Samarang, & C. | Tibodas | J. O. J. L. | 1. half A. |
| Batavia, Cherbon, Samarang, & C. | Tijmah | J. O. J. L. | 1. half A. |
| Japan | Tibodas | J. O. J. L. | 1. half A. |
| Shanghai | Tijmah | J. O. J. L. | 2. half A. |
| Shanghai | Tijmah | J. O. J. L. | 2. half A. |
| Shanghai | Tijmah | J. O. J. L. | 1. half S. |
| Shanghai | Tijmah | J. O. J. L. | Q. desp. |

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For Vessel.

Europe Amazon.

FRENCH MAIL.

The M. M. s.s. AMAZONE will leave for Saigon and usual ports of call on Friday the 28th inst. at noon.

The M. M. s.s. PAUL LEOAT, to Europe, is expected from Shanghai on Monday 31st August.

AUSTRALIAN MAIL.

The A. O. Line s.s. TAIYUAN left Sydney on 25th inst. for Hongkong via Thursday Island, Zambouanga and Manila, and may be expected to arrive here on or about the 18th September.

MERCHANT STEAMERS.

The N. Y. K. s.s. KUMANO MARU, HOKATA MARU and KAMAKURA MARU have been withdrawn from the service, and their substitutes are not placed.

The s.s. TANGO MARU is expected to arrive in Hongkong on or about the 30th instant.

TIDE TABLE.

24th Aug., to 30th Aug., 1914.

| Day | High Water | Low Water | Mean | Time |
|--------|------------|-----------|------|-------|
| Mon. | 4.4 | 2.6 | 3.5 | 11.15 |
| Tues. | 4.4 | 2.6 | 3.5 | 11.15 |
| Wed. | 4.4 | 2.6 | 3.5 | 11.15 |
| Thurs. | 4.4 | 2.6 | 3.5 | 11.15 |
| Fri. | 4.4 | 2.6 | 3.5 | 11.15 |
| Sat. | 4.4 | 2.6 | 3.5 | 11.15 |
| Sun. | 4.4 | 2.6 | 3.5 | 11.15 |

in morning. a afternoon.

APENTA Natural Aperient Water

For use by
THE BILIOUS,
THE GOUTY,
THE CONSTIPATED,
and
THE OBESE.

DOSE—A Wineglassful before Breakfast.

VESSELS IN PORT.

Steamers.

| | |
|---|--|
| Linan, Br. s.s. 1928, W. D. Jones, 13th inst.—Amoy, 12th inst. Ballast—B. & S. | Rangoon Maru, Jap. s.s. 3,316, Y. Nomura, 22nd inst.—Singapore, 13th inst. Gen.—N. Y. K. |
| Elgor, Norw. s.s. 875, E. Fingalsen, 14th inst.—Daini, 7th inst. Beans & Opium—Chinese. | Dainichi Maru, Jap. s.s. 1,952, N. Suzuki, 23rd inst.—Moji, 17th inst. Coal—M. B. K. |
| Chikar, Norw. s.s. 1,121, H. Nielsen, 14th inst.—Swatow, 13th inst. Rice—T. & Co. | Shinkiku Maru, Jap. s.s. 1,942, J. Den, 23rd inst.—Moji, 17th inst. Coal—O. S. K. |
| Musinee, Br. s.s. 3,605, N. MacDonald, 15th inst.—Swatow, 13th inst. Ballast—S. O. & Co. | Wada Maru, Jap. s.s. 2,081, T. Asai, 23rd inst.—Japan, 18th inst. Coal—Mitsui. |
| Cardinal, Br. s.s. 3,994, W. Protwell, 16th inst.—Singapore, 8th inst. Oil—A. T. Co. | Tayo Maru, Jap. s.s. 2,369, O. Hayakawa, 24th inst.—Dairen, Coal—M.B.K. |
| Namsang, Br. s.s. 2,591, H.E. Gilroy, 16th inst.—Singapore, 10th inst. Gen.—J. M. & Co. | Duneric, Br. s.s. 1,312, C. D. Logie, 23rd inst.—Bangkok, 17th inst. Rice—B. L. |
| Kentucky, Br. s.s. 4,278, A. Lee, 17th inst.—Singapore, 11th inst. Gen.—S. T. & Co. | Hue, Fr. s.s. 739, A. Cornelissen, 24th inst.—K. O. Wan, 33rd inst. Gen.—A. R. Marty. |
| Lalsang, Br. s.s. 2,224, F. Morney, 19th inst.—Moji, 13th inst. Gen.—J. M. & Co. | Albion, Br. s.s. 2,468, Wm. Dunbar, 25th inst.—Ching Wan Tao, 18th inst. Coal—D. & Co. |
| Tijmah, Br. s.s. 3,151, A. W. La Rooy, 19th inst.—Batavia, 11th inst. Sugar—J. O. J. L. | Unkai Maru, Jap. s.s. 1,953, Katayama, 24th inst.—Wakamatsu, 18th inst. Coal—M. B. K. |
| Fooksang, Br. s.s. 1,987, T. A. Mitchell, 20th inst.—Moji, 14th inst. Coal & Gen.—J. M. & Co. | Hongkong, Br. s.s. 987, J. Robinson, 24th inst.—Hainan, 20th inst. Gen.—B. & S. |
| Tijmah, Br. s.s. 3,859, F. E. C. Schenck, 20th inst.—Java, 11th inst. Gen.—J. O. J. L. | Erroll, Br. s.s. 2,886, James, 25th inst.—Singapore, 27th inst. Gen.—D. & Co. |
| | Loongang, Br. s.s. 1,093, W. G. G. Loh, 25th inst.—Manila, 20th inst. Gen.—J. M. & Co. |

SUMMER EXCURSIONS

TO

JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.

PACIFIC MAIL S.S. CO TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA without additional charge by steamers calling at that Port, as indicated in schedule of sailings shown below

The Steamers operated by the Companies named are the largest, fastest and most luxurious in the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM

JAPAN PORTS.

From JAPAN.

To JAPAN.

| YAMAHA | Kobe | NAGASAKI | HONGKONG | STEAMER | YAMAHA | Kobe | NAGASAKI | HONGKONG | STEAMER |
|----------|----------|----------|----------|-------------|-----------|-----------|-----------|-----------|-------------|
| 13. Aug. | 14. Aug. | 16. Aug. | 17. Aug. | NILE | 13. Sept. | 14. Sept. | 16. Sept. | 17. Sept. | NILE |
| 15. Aug. | 16. Aug. | 18. Aug. | 19. Aug. | YAMATO MARU | 15. Sept. | 16. Sept. | 18. Sept. | 19. Sept. | YAMATO MARU |
| 17. Aug. | 18. Aug. | 20. Aug. | 21. Aug. | MONTEAGLE | 17. Sept. | 18. Sept. | 20. Sept. | 21. Sept. | MONTEAGLE |
| 19. Aug. | 20. Aug. | 22. Aug. | 23. Aug. | MONGOLIA | 19. Sept. | 20. Sept. | 22. Sept. | 23. Sept. | MONGOLIA |
| 21. Aug. | 22. Aug. | 24. Aug. | 25. Aug. | YAMATO MARU | 21. Sept. | 22. Sept. | 24. Sept. | 25. Sept. | YAMATO MARU |
| 23. Aug. | 24. Aug. | 26. Aug. | 27. Aug. | YAMATO MARU | 23. Sept. | 24. Sept. | 26. Sept. | 27. Sept. | YAMATO MARU |
| 25. Aug. | 26. Aug. | 28. Aug. | 29. Aug. | YAMATO MARU | 25. Sept. | 26. Sept. | 28. Sept. | 29. Sept. | YAMATO MARU |
| 27. Aug. | 28. Aug. | 30. Aug. | 31. Aug. | YAMATO MARU | 27. Sept. | 28. Sept. | 30. Sept. | 31. Sept. | YAMATO MARU |

Returning via Manila. Steamers proceeding via Manila do not call at Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, AUGUST 27, 1914.

LEGISLATIVE COUNCIL.

His Excellency and Piracy Prevention.

A meeting of the Legislative Council was held this afternoon in the Council Chamber.

There were present:—H. E. the Governor, Sir Henry May, K.O.M.G.

His Excellency Major-General F. H. Kelly, C.B.

The Hon. Colonial Secretary, Mr. C. Severn.

The Hon. Secretary for Chinese Affairs, Mr. E. R. Hallifax.

The Hon. Attorney General, Mr. J. H. Kemp.

The Hon. Colonial Treasurer, Mr. E. D. C. Wolfe.

The Hon. Director of Public Works, Mr. A. F. Churchill.

The Hon. Capt. Supt. of Police, Mr. C. McIlvaine Messer.

The Hon. Mr. E. A. Hewitt, C.M.G.

The Hon. Mr. D. Landale.

The Hon. Mr. E. E. Pollock, C.M.G.

The Hon. Mr. Wei Yuk, C.M.G.

The Hon. Mr. Lau Chu-pak.

Mr. M. J. Breen, Clerk of the Councils.

Financial.

The following minutes were referred to the Finance Committee:—

A sum of \$2,567.67 in aid of the vote Military Expenditure, B.—Volunteers, other charges, camp expenses.

A sum of \$4,000 in aid of the vote Public Works, extraordinary, New Territories, miscellaneous, miscellaneous works.

Prevention of Disease.

On the motion of the Hon. Colonial Secretary, the following Amendment of By-laws made under Section 16 of the Public Health and Buildings Ordinance, 1903, (Ordinance No. 1 of 1903), and published in the *Gazette* of the 4th December, 1903, and page 477 of the Regulation of Hongkong, 1910, as amended by the Law Revision Ordinance, 1912, (Ordinance No. 1 of 1912), and by the By-law made by the Sanitary Board on the 11th June, 1912, approved by the Legislative Council on the 13th June, 1912, and published in the *Gazette* of the 14th June, 1912, (Notification No. 204), are hereby further amended by the repeal of By-law No. 2 and by the substitution thereof of the following:—

"2. The Board may declare any epidemic, endemic, contagious or infectious disease to exist in any district or districts, and may direct that in such district or districts or any portion thereof a special general cleansing and disinfection of the premises shall be carried out under the direction of any officer of the Sanitary Department and to the satisfaction of the Medical Officer of Health. Such cleansing and disinfection may include the removal or destruction of both of any lath and plaster or other hollow partition wall, or any partition, screen, panelling, wainscoting skirting, stair-lining, ceiling or other similar structure or any fittings or any portion of such wall, structure or fitting, if in the opinion of the Medical Officer of Health such removal and destruction are necessary. Compensation for such removal or destruction shall be given by the Board, unless it is proved on behalf of the Board that the wall, structure or fitting removed or destroyed had been unlawfully erected or maintained. Such compensation shall be calculated so as to cover the cost of making good

the portions of the building damaged by such removal, including the limewashing of any exposed surface and the rebuilding of any necessary wall in materials approved by the Board, but no compensation shall be payable for any loss of rent or deterioration in the value of the property occasioned or alleged to be occasioned by the operation of these By-laws. In any case in which the amount claimed for compensation exceeds \$250 an appeal shall lie from the decision of the Board as to the amount of the compensation to the Governor-in-Council whose decision thereon shall be final and conclusive, provided however that no such appeal shall lie unless notice thereof shall have been given to the Clerk of Councils within fourteen days from the date upon which the appellant shall have been notified by the Board of any such decision as aforesaid.

The Board shall decide in each case whether the compensation, if any, is to be paid to the owner or to the occupier, and payment in accordance with the decision of the Board shall bar any further claim to compensation by owner or occupier, provided that nothing in these By-laws shall affect the rights of the owners or occupiers *inter se* as to the ultimate apportionment of any compensation awarded. The provision of this By-law shall apply to the premises in any district in respect of which a special general cleansing and disinfection has been directed by the Board since the 31st day of March, 1912, or shall hereafter be directed."

Disinfection of Infected Premises.

The following amendment of By-laws made under Section 16 of the Public Health and Buildings Ordinance, 1903, by the Sanitary Board, was adopted, on the motion of the Hon. Colonial Secretary:—

The By-laws relating to the Disinfection of Infected Premises made under Section 16 of the Public Health and Buildings Ordinance, 1903, (Ordinance No. 1 of 1903), and published in the *Gazette* of the 4th December, 1903, and at pages 469 of the Regulation of Hongkong, 1910, as amended by the By-law made by the Sanitary Board on the 11th June, 1912, approved by the Legislative Council on the 13th June, 1912, and published in the *Gazette* of the 14th June, 1912, (Notification No. 203), and by the Final Revision Ordinance, 1912, (Ordinance No. 43 of 1912), are hereby further amended by the repeal of By-law No. 3 and by the substitution thereof of the following:—

"3. All infected premises shall forthwith after the removal therefrom of the infected person or animal of the dead body be thoroughly cleansed and disinfected to the satisfaction of the Medical Officer of Health, and if in the opinion of the Medical Officer of Health it is necessary in the interests of the public health, the persons residing in such building or part of a building shall be detained therein or shall be removed to such building, or vessels as the Board may direct and there be isolated and kept under supervision until such time as they may, in the opinion of the said Medical Officer of Health or other medical officer in charge of such buildings or vessels be safely released; and it shall not be lawful for any person to re-occupy any such building or part of a building until it has been thoroughly cleansed and disinfected as aforesaid. Such cleansing and disinfection may, with the approval of the Medical Officer of Health, be done in whole or in part by the inmates or by persons engaged by them. And further if in the opinion of the Medical Officer of Health it is necessary for the thorough purification and disinfection of such premises to take down any lath and plaster or other hollow partition wall or any partition, screen, panelling, wainscoting, skirting, stair-lining, ceiling or other similar structure, or any portion of such wall, structure or fitting, or any fittings or any portion of such wall, structure or fitting, and if he considers their removal from the premises or the destruction thereof or both necessary in the interests of the public health he shall forthwith cause the same to be removed from the premises or destroyed or both. Such destruction shall be carried out with such precautions and in such manner as he may deem proper, and compensation for such removal or destruction shall be given by the Board unless it is proved on behalf of the Board that the wall, structure or fitting removed or destroyed had been unlawfully erected or maintained. Such compensation shall be calculated so as to cover the cost of making good the portions of the building damaged by such removal, including the limewashing of any exposed surface and the rebuilding of any necessary wall in materials approved by the Board, but no compensation shall be payable for any loss of rent or deterioration in the value of the property occasioned or alleged to be occasioned by the operation of these By-laws. In any case in which the amount claimed for compensation exceeds \$250 an appeal shall lie from the decision of the Board as to the amount of the compensation to the Governor-in-Council whose decision thereon shall be final and conclusive provided however that no such appeal shall lie unless notice thereof shall have been given to the Clerk of Councils within fourteen days from the date upon which the appellant shall have been notified by the Board of any such decision as aforesaid.

The Board shall decide in each case whether the compensation, if any, is to be paid to the owner or to the occupier, and payment in accordance with the decision of the Board shall bar any further claim to compensation by owner or occupier, provided that nothing in these By-laws shall affect the rights of the owners or occupiers *inter se* as to the ultimate apportionment of any compensation awarded. The provision of this By-law shall apply to all premises which become infected after the 31st day of March, 1912, or shall hereafter become infected."

Piracy Precautions.

Council resumed the committee stage on the Bill entitled an Ordinance to amend the law relating to the observance of precautions against Piracy.

His Excellency said before they proceeded to committee he thought it would be useful if he made a few observations to the Chamber of Commerce letter which had been printed. Their conclusions had been arrived at and were also printed. Now a great point had been made by the Chamber of Commerce about the inability to carry out those regulations by coasting steamers. He would like to say publicly—

he did not think it had been said before—that there was a very urgent necessity to take every precaution against piracy on board certain ocean-going steamers trading out of this port. They would remember the steamship Childir, a large steamer, pirated shortly after leaving here. Now the piracy of this steamer was an accident. They knew that the object of the pirates was one of the Douglas steamers, and they did not carry out their object because the pirate leader who was entrusted with the money with which to buy each member of the pirate gang a passage, either embezzled or squandered the money before the time when he had to pay for the tickets, and not having enough to pay for passages, they took a cheaper line—by the Childir. That was why the Douglas steamer escaped. They also knew the gang who had its haunts in Bias Bay, near Mira Bay, was so disappointed by the small booty, that they determined on still higher game and selected one of the B. & S. Blue funnel steamers running between Hongkong and Shanghai, and no doubt they would have attempted to do so if the vigilant Hongkong Police had not discovered their whereabouts and enlisted the aid of the Chinese authorities. With their assistance they succeeded in bringing back the principal ringleaders in that conspiracy. But he would also like to emphasise one other point. The police had established beyond any manner of doubt that in all these recent piracies which had given them so much trouble, the last one of which, the Tai On, led to such a deplorable loss of life, that each one had been carried out with the Chinese crew on the ship. Now in the Tai On case, arms were conveyed on board by Chinese from the engine-room staff, revolvers and other arms, and therefore the precaution which the Hongkong Police took in searching passengers, nullified that. But they could not shadow every single member of the Chinese crew of the river and ocean-going steamers always coming and going.

Whilst the ship was in port the matter was impossible. Therefore it came to this, that the only real safeguard against piracy, the only real means of protecting the lives and the property on the ship entrusted to those in command, was for the officers to defend the vessel against the attacks of pirates who have embarked with the passengers, and, to enable the officers to put up an effective defence, it was absolutely necessary first of all to segregate, as far as possible, behind grilles, the bulk of the Chinese passengers. In the second place it was absolutely necessary to prevent access to baggage by the passengers, and, thirdly, it was absolutely necessary to defend the bridge in such a way that the handful of men, the two or three officers on duty, assisted by two or three guards, could hold their own against a determined attack. That policy succeeded admirably in the case of the Tai On, but unfortunately the pirates set fire to the vessel. Nevertheless, although they deplored the loss of life that ensued, he thought one and all of them were heartily glad that those men put up that fight and that the pirates were taught a lesson that they would not readily forget. Therefore they would see the reasons why they were unable to accept many of the suggestions made. The searching of passengers alone was not a sufficient safeguard. It was absolutely necessary to grille off a large number of passengers, especially the third-class passengers. It was absolutely necessary that the baggage of those passengers should be, he thought, either in the grille or any such baggage not in the grille space should be partitioned off

and made inaccessible to the other passengers. Thirdly it was absolutely necessary that officers on whom was the responsibility of saving the ship and the lives entrusted to their care,—to have a chance they had to be protected by grilles or barred wire preventing people clambering up on to the upper deck. He trusted the modifications he had made would satisfy those who criticised the regulations.

His Excellency then dealt with the exemptions as stated in the report on the matter.

The Hon. Mr. Hewitt said the Chamber of Commerce was prepared to accept that so long as, if it was found that the conditions were too onerous or impractical, that they could have them reconsidered.

The Council went into committee on the Bill, and afterwards, in Council, the Bill was carried.

JAPAN AND THE WAR.

Startling Development.

Tokyo, August 9.

It is reported that England requested Japan to take common action with her for the protection of mutual interests, whereupon a Council of Ministers was held and military movements were decided upon.

It is believed that on the 6th inst. the German Government communicated with Japan, urging the latter to observe strict neutrality. Germany stated that military action on the part of Japan in the Far East would result in the despatch of fleets by the United States to protect her interests in China, thereby involving the Far East in the war. The responsibility for such a development would rest with Japan.

Japan consulted Great Britain and the Japanese Government decided to fulfil the obligation of the Alliance, but not to take aggressive action.

In reply to a communication from the United States Government stating that Japan would observe strict neutrality so long as the Far East is not involved in the war, but in the latter event would take common action with Great Britain.

Another report states that a proposal by the United States Government to reinforce the American Asiatic Squadron, to guard against disturbances in the Far East, had its origin in a communication made by Germany to the United States.

Some time ago China requested Japan to observe strict neutrality but on the situation becoming critical she appealed to the United States for assistance to protect her territorial integrity.

It is reported that the proposals made by Germany to Japan were more important and urgent than those by the United States, and it was Germany's attitude that prompted Japan's decision.

TO-DAY'S ADVERTISEMENT.

NOTICE.

"The Food Committee is prepared to consider:—

(1) Enquiries from residents in the Colony who are experiencing any difficulty in obtaining food stuffs at the maximum prices quoted in the lists of food stuffs published in the Government Gazette of 22nd August, 1914, or who may wish for information concerning the retail prices of articles of food not enumerated in the lists.

(2) Any complaints from residents in the Colony who are being charged more than the maximum prices published. All enquiries or complaints should be addressed to the Secretary of the Food Committee, The Treasury, General Post Office Building, E. D. C. WOLFE, Chairman Food Committee. Treasury. Hongkong, 27th August, 1914."

CONTRABAND OF WAR.

What is Contraband and what is Not.

At a moment like the present when local commercial and shipping interests are so gravely concerned in the momentous crisis in Europe the question as to what does or does not constitute contraband of war has assumed an immediate importance, and in view of the early possibility that commodities on their way to or from Ceylon from Europe or elsewhere may run risk of seizure by vessels of a belligerent power encountered on the high seas a brief review of the present law of contraband will not come amiss. "Law of contraband" is an expression which though in general use is to a certain extent a misnomer. Nations when at war with each other are not too prone to become a law unto themselves, and such general understandings as it is possible to arrive at in times of peace are only likely to go by the board. This ever present potentiality having been duly noted, it may be said that according to current practice contraband of war is of two kinds: (1) absolute or unconditional contraband, i.e., materials of direct application in naval or military armaments; and (2) conditional contraband, consisting of articles which are fit for but not necessarily of direct application to hostile uses. There is much difference of opinion among international jurists as to states, however, as to the specific materials and articles which may rightfully be declared by belligerents to belong to either class. There is also disagreement as to the belligerent right where the immediate destination is a neutral but the ultimate an enemy port. An attempt was made at the Second Hague Conference to come to an agreement on the chief points of difference. The British delegates were instructed even to abandon the principle of contraband of war altogether, subject only to the exclusion by blockade of neutral trade from enemy ports. In the alternative they were to do their utmost to restrict the definition of contraband within the narrowest possible limits, and to obtain exemption of food stuffs destined for places other than beleaguered fortresses and of raw materials required for peaceful industry. Though the discussions at the conference did not result in any convention, except on the subject of mails, it was agreed among the leading maritime states that an attempt should be made to codify the law of naval war generally, in connection with the establishment of an international prize. Meanwhile, on the subject of mails, important articles were adopted which figure in the "Convention on restrictions in the right of capture. They are as follows: Art. 1.—The postal correspondence of neutrals or belligerents, whatever its official or private character may be, found on the high seas on board a neutral or enemy ship, is inviolable. If the ship is detained, the correspondence is forwarded by the captor with the least possible delay. These provisions do not apply, in case of violation of blockade, to correspondence destined for or proceeding from a blockaded port. Art. 2.—The inviolability of postal correspondence does not exempt a neutral mail ship from the laws and customs of maritime war as to neutral merchant ships in general. The ship, however, may not be searched except when absolutely necessary, and then only with as much consideration and expedition as possible. As regards coal there is no essential difference between the position of coal to feed ships and that of provisions to feed men. Neither

is per se contraband. At the West African Conference in 1884 the Russian representative protested against its inclusion among contraband articles, but the Russian Government included it in their declaration as to contraband on the outbreak of the Russo-Japanese war. In 1898 the British foreign office replied to an enquiry of the Newport Chamber of Commerce on the position of coal that: "Whether in any particular case coal is or is not contraband of war, is a matter *prima facie* for the determination of the Prize court, the captor's nationality, and so long as such decision, when given, does not conflict with well established principles of international law, H. M.'s Government will not be prepared to take exception thereto." The practical applications of the law and usage of contraband in the Russo-Japanese War of 1904-5, however, brought out vividly the need of reform in these "well-established principles." The Japanese regulations gave rise to no serious difficulties. Those issued by Russia, on the other hand, led to much controversy between the British Government and that of Russia, in connection with the latter's pretension to class coal, rice, provisions, forage, horses and cotton with arms, ammunition, explosives, etc., as absolute contraband. On June 1st, 1904, Lord Lansdowne expressed the surprise with which the British Government learnt that rice and provisions were to be treated as unconditionally contraband—"a step which they regarded as inconsistent with the law and practice of nations." They furthermore "felt themselves bound to reserve their rights by also protesting against the doctrine that it is for the belligerent to decide what articles are as a matter of course, and without reference to other considerations, to be dealt with as contraband of war, regardless of the well-established rights of neutrals; nor would the British Government consider itself bound to recognize as valid the decision of any Prize court which violated these rights. The protests of Great Britain led to the reference of the subject by the Russian Government to a departmental committee, with the result that on October 22nd, 1904, a rectifying notice was issued declaring that articles capable of serving for a warlike object, including rice and food stuffs, should be considered contraband of war, if they are destined for the government of the belligerent power or its administration or its navy or its fortresses or its naval ports; or for the purveyors thereof; and in cases where they were addressed to private individuals these articles should not be considered as contraband of war. Trade between neutrals has a *prima facie* right to go on, in spite of war, without molestation. But if the ultimate destination of goods, though shipped first to a neutral port, is enemy's territory, then, according to the doctrine of "continuous voyages," the goods may be treated as if they had been shipped to the enemy's territory direct. It is to be recalled that during the South African War Great Britain and Germany were engaged in a controversy over the refusal of the latter to recognize the existence of any rule that could interfere with trade between neutrals. An agreement was ultimately arrived at during the exhaustive discussion of the subject at the Conference of London in 1898-99, on the laws and customs of naval war. *Times of Ceylon.*

Tennis Match.

The tennis match between the Wigwam and Y.M.C.A. Tennis Clubs, which was postponed from last week, will be played on Saturday on the Wigwam courts commencing at 4.30 p.m.

HONGKONG, THURSDAY, AUGUST 27, 1914

**TO-DAY'S.
 LATE WAR TELEGRAMS.**

BIG BATTLE STILL PROCEEDING.

BELGIANS CAPTURE A ZEPPELIN.

German Prince Killed.

[Reuter's Service To "The Telegraph."]

Germans Again Repulsed.

Aug. 26, 5.40 p.m.

The Press Bureau says it is officially announced that the Germans attacked in force the French on the southern frontier. The attack was repulsed and the enemy retired all along the line.

Prince Friedrich Killed.

Aug. 26, 4.45 p.m.

A message from Copenhagen states that an German official telegram announces that Prince Friedrich of Saxe Meiningen was killed by a shell at Namur on August 23.

Must Surrender Unconditionally.

August 26, 5.10 p.m.

In the House of Commons Mr. Harcourt announced that the enemy in Togoland had offered to capitulate on terms. The British commander replied that they must surrender unconditionally, adding "we always respect private property." The commander has occupied the crossing of the river Amu. The German answer is expected to-night.

Togoland Surrenders.

August 26, 7.20 p.m.

The Colonial Office announces that Togoland has surrendered unconditionally. The Allies will enter Kamina to-morrow.

Russian Advance.

August 27, 1.15 a.m.

The Russian troops in East Prussia have occupied Nordenburg, Sensburg, and Bishofsburg. The advance still continues. Russian columns are invading Galicia, have occupied Tarnopol and have crossed the Dniester, with only three Austrian army corps opposing them.

Canadian Women's Hospital.

August 27, 1.15 a.m.

The women of Canada, through the Duchess of Connaught, have offered to build, equip and maintain a naval hospital. The Admiralty have gratefully accept the gift. The hospital will be known as the Canadian Women's Hospital.

Address to His Majesty.

Aug. 26, 4.20 p.m.

In the House of Commons Mr. Asquith announced that he will move to-morrow a humble address to His Majesty praying him to convey to the King of the Belgians the House's sympathy and admiration of the Belgians' heroic resistance and the assurance of Britain's determination to support Belgium in every way to vindicate her independence and in the public law in Europe. (Cheers).

The following telegrams have been received in the Colony to-day:—

French Strategic Move.

The French Commander-in-Chief has ordered the progressive evacuation of Alsace, so as to reinforce his lines on the Northern frontier.

Big Battle.

A big battle is raging just now between Mauberge and Donon

The King of Belgium.

The King of the Belgians has moved down to Malines, where he has established his headquarters.

Airship Captured.

A Zeppelin airship bombarded Antwerp and killed fifteen people, but was captured by the Belgians.

The Russian Advance.

The Russians are pushing forward quickly on the whole line and are marching on Posen, which is the capital of Prussian Poland.

Kiauchau Blockaded.

The Japanese are blockading Kiauchau.

CORRESPONDENCE.

[The opinions expressed by the Correspondents are not necessarily those of the "Hongkong Telegraph."]

THE KOWLOON-CANTON RAILWAY.

To the Editor of the *Hongkong Telegraph*.

Sir,—I wish to warn the public against placing too much reliance in the time tables published by the K. C. Railway. Last night I crossed by the 7.45 p.m. Ferry but found that the 8 p.m. train which it is shown to catch had gone. The printed time tables at Kowloon Station, at the Ferry Pier and at many other places, show night trains leaving Canton at 6.15 p.m. and Kowloon at 12.45 but it is uncertain whether or no these trains are running now.

At the Ferry Pier there is a notice to say their times have been altered, though it does not appear to have occurred to anyone to correct the time table on the adjoining board, and at Kowloon Station another notice indicates that they have ceased running, though there again no one appears to have had sense enough to correct the time table. It seems to be expected that intending passengers should read through all the various notices daily to see if they contain any alteration to the time tables.

Yours faithfully,

L. GIBBS.

Hongkong, Aug. 27, 1914.

TYPHOON WARNING.

The telegram quoted below was received at American Consulation Hongkong from the Manila Observatory at 11.55 a.m. to-day:—

Cyclone or Typhoon—Near or over Southern Formosa, moving E.N.E.

Ferry Shelter.

The work of constructing the new ferry shelter at Kowloon has commenced.

Food Prices.

It is announced that the Food Committee is prepared to consider enquiries from residents regarding difficulties experienced in obtaining foodstuffs at the maximum prices fixed, or concerning over-charging. The Committee will also supply information regarding retail prices not enumerated in the list issued.

Mr. J. P. Coats' Estate.

An additional inventory has been filed in respect of the estate of the late Mr. Peter Coats, a director of the firm of J. and P. Coats, Ltd., by which the total value of the personal estate has been raised to £2,562,088.

Sentenced to Flogging.

At London Sessions on July 8 Walter Daniel Donovan, earman, 42, who pleaded "Guilty" to maliciously wounding Edith Day, was found guilty of living in part on her immoral earnings. He was sentenced to 18 months' hard labour for the two offences as he had been convicted previously for living on immoral earnings, and he was further ordered to receive 20 lashes with the cat.

Newspaper Censorship in Korea.

The Central Police authorities in Seoul, Korea, says a Seoul dispatch to the *Asahi*, summoned the representatives of newspapers and news agencies in Seoul and prohibited them from publishing certain matters relating to the situation until further notice and advised them to be careful how they publish important matters even outside the ban of prohibition, for the sake of their country.

Development of the Crisis Step by Step.

August 3.—French papers state Britain will intervene with Expeditionary Force. German cruiser reported to be bombarding Libau. Severe fighting on

Belgians victorious in fight with Germans at Haalen, German losses being three-fifths of those engaged, French defeat Germans in a battle along the River Othein; regiment of Dragoons

England. Sarviana gain complete victory over Austrians near Loznitz in a four days' battle.

(Continued on Page 10.)

| | | |
|----------------------|--------------|-----|
| Almonds,— | Hung Yee | ... |
| Apples (California)— | Kam San | ... |
| " (Ohio)— | Fin Chun-Pin | ... |
| " Small,— | Hoi Tong | ... |
| " Custard,— | Fan Lai Chi | ... |

BUTCHER MEAT

| | | | |
|-----------|--|---------|--------|
| Beef | Sirloin & Prime Cut,—Mei Lung Pa | lb. | 22 |
| " | Corned,—Ham Ngau Yuk | " | 22 |
| " | Roast,—Shiu | " | 22 |
| " | Breast,—Ngau Lam | " | 20 |
| " | Soup,—Tong Yuk | " | 18 |
| " | Steak,—Ngau Yuk Pa | " | 35 |
| " | do.,—Sirloin—Ngau Lau | " | 26 |
| " | Sausages,—Ngau Chaung | " | 12 |
| Bullock's | Brains— " Know..... | per set | 12 |
| " | Tongue fresh,—Ngau Li | each | 60 |
| " | corned,—Ham Ngau Li | " | 60 |
| " | Head,—Ngau Tau | \$1.20 | |
| " | Heart,—Ngau Sum | " | 14 |
| " | Hump, Salt,—Ngau Kin | " | 14 |
| " | Fest,—Ngau Kark | " | 13 |
| " | Kidneys,—Ngau Yiu | " | 13 |
| " | Tail,—Ngau Mei | " | 25 |
| " | Liver,—Ngau Kon | lb. | 14 |
| " | Tripe (undressed),—Ngau To | " | 7 |
| Calves' | Head & Feet,—Ngau-chai-tau-kark | set | \$1.20 |
| Mutton | Chop,—Yeung Pai Kwat | lb. | 27 |
| " | Leg,—Yeung Poi | " | 27 |
| " | Shoulder,—Yeung Shau | " | 27 |
| Pigs | Chindlings,—Chu Chong | " | 27 |
| " | Brains,—Chu Know | per set | 24 |
| " | Feet,—Chu Kark | lb. | 14 |
| " | Fry,—Chu Chak | " | 16 |
| " | Head,—Chu Tau... .. | " | 16 |
| " | Heart,—Chu Sum... .. | each | 13 |
| " | Kidneys,—Chu Yiu... .. | " | |
| " | Liver,—Chu Con | lb | 30 |
| Pork, | Chop,—Chu Pai Kwat | " | 26 |
| " | Corned,—Ham Chu Yak | " | — |
| " | Leg,—Chu Pe | " | 30 |
| " | Fat or Lard,—Chu Yan | " | 20 |
| Sheep's | Head and Feet,—Ye A Tau Kark | set | 60 |
| " | Heart,—Young Sum | each | 8 |
| " | Kidneys,—Young Yiu | " | 12 |
| " | Liver,—Young Con | lb. | 27 |
| Sucking | Pigs, To Order—Chu Cha | " | 23 |
| Suet, | Beef,—Sang Ngau Yau | " | 23 |
| " | Mutton,—Sang Yeung Yau | " | 27 |
| Veal, | —Ngau Chui Yuk | " | 19 |
| " | Sausages,—Ngau Chai Chaung | " | 20 |
| Lard, | —Chu Yau | " | 25 |

POULTRY.

| | | | |
|------------------------------|--------|---------|----|
| Chicken,—Kai Chai | ... .. | lb | 32 |
| Capon, Large, Small,—Sin Kai | ... .. | " | 32 |
| Ducks,—Ap ... | ... .. | " | 18 |
| Doves,—Pan Kau ... | ... .. | " | 18 |
| Eggs, Hen—Kai Tan ... | ... .. | per doz | 20 |
| Fowls, Canton,—Kai ... | ... .. | lb | 35 |
| Hainan,—Hoi Nam Kai | ... .. | " | 32 |
| Geese,—Ngo ... | ... .. | " | 24 |
| Pigeons, Canton,—Pak Kup | ... .. | each | 30 |
| Boihow,—Hoi How Pak Kup, | ... .. | " | 24 |
| Turkeys, Cook,—Phor Kai Kung | ... .. | lb. | 60 |
| Hen,—Na ... | ... .. | " | 45 |

FISH.

| | | | |
|-------------------------------------|--------|----|----|
| Barbel,—Ka Yu | ... .. | lb | 18 |
| Bream,—Bin Yu | ... .. | " | 20 |
| Canton Fresh Water Fish,—Hoi Sin Yu | ... .. | " | 17 |
| Carp,—Li Yu | ... .. | " | 23 |
| Catfish,—Chik Yu | ... .. | " | 15 |
| Codfish,—Man Yu | ... .. | " | 16 |
| Crabs,—Hai | ... .. | " | 24 |
| Cuttle Fish,—Muk Yu | ... .. | " | 18 |
| Dab,—Sa Mang Yu | ... .. | " | 14 |
| Dace,—Wong Mei Lun | ... .. | " | 16 |
| Dog Fish,—Yu Tu Sa | ... .. | " | 12 |
| Eels, Conger,—Hoi Mann | ... .. | " | 13 |
| Fresh water,—Tam Sin Yu | ... .. | " | 32 |
| Eels, Yellow,—Wong Sin | ... .. | " | 32 |
| Frog,—Tsi Yu | ... .. | " | 9 |

肉食

| | |
|---|-------|
| Bananas, fragrant, Canton, —San Shing Heung Chin lb. | 城香蕉 |
| (brides), Mscuo, —San Heung Chiu | 山香蕉 |
| Chestnuts, Chinese, —Foong Lut | 風栗 |
| Carambola, —Yeung Tue | 楊桃 |
| Cocoanuts, —Yeh Tse | 椰子 |
| each 12 | 金椰 |
| Lemons, China, —Ning Moong | 山檸檬 |
| American, —Kum San Niag Moon | 萊佛就 |
| each 8 | |
| Liches Dried, —Lei Chi, small Stone | 荔枝乾 |
| Fresh, | |
| each 9 | |
| Limes, (Saigon) —Sai Kung Ning Moong | 西貢 |
| each 1 | 呂宋芒 |
| Mango, Manila, —Lui Sang Mong | 山竹子 |
| Mangosteens, —San Chuk Tse | 榴槤 |
| doz 1 | |
| Oranges, (Canton) —San-shing Tim Ching | 甜橙 |
| Sweet, | 橙 |
| each 5 | |
| Pears, (American), —San Shoot Lay | 山梨 |
| (Canton), Cookee, —Se Lay | 沙梨 |
| each 10 | |
| Peanuts, —Fa Sang | 花生 |
| each 12 | |
| Perseimons Large, —Hung Chie | 紅 |
| each 18 | |
| Pine-apples, 1st quality, —Poon Ti Paw Law each | 本坡第一等 |
| 2nd, —Chung-tang Paw Law | 第二等 |
| each 10 | |
| Plantain, —Tai Cheu | 大蕉 |
| each 1b 4 | |
| Plums, Swatow, Hung Lai | 紅梅 |
| each 12 | |
| Pumelo, Siam, —Chim Lo Yau | 柚 |
| Shanghai, —Lo Kwai | 上海柚 |
| each 18 | |
| Walnuts, —Hop Tuo | 核桃 |
| Green, —Sang Hop Tuo | 青核桃 |
| each 1b 15 | |
| Water Melon, —(Am.) Kom San Sai Kwa | 合桃 |
| each 6 | |
| (China) Sai Kwa | 西瓜 |
| each 1 | |
| Grapes, —Sang Po Tai Tse | 葡萄 |
| each 1b 1 | |

VEGETABLES, &c.

| | | | |
|---------------------------------------|-----------|------|------|
| Artichokes, Shanghai,—Sheung-hoi | .. Ah Chi | | |
| Cheuk | .. | lb | 6 |
| Beans, (kranoh), Macao,—Oh Moou Pin | Tau | | 丁治竹 |
| (French) Shanghai,—Sheung Hai | Pin | | 澳門邊豆 |
| " Sprout,—Ah Cho | .. | | |
| " Long,—Tau Ko | .. | | 8 |
| Beet Root,—Hung Ohoi Tau | .. | each | 10 |
| Bitter Squash,—Fu Kwa | .. | | 10 |
| Brinjals, Green,—Ching Yuan | .. | | 10 |
| " Red,—Hung Ker | .. | | 8 |
| Cabbage, Chinese, com.—Kai Choy | .. | | 12 |
| Cabbage, Shanghai,—Yeh Ohoi | .. | | 15 |
| Cane Shoots, bunch,—Kau Shun | .. | lb. | 12 |
| Carrots,—Kam Shum | .. | lb. | 8 |
| Celery, Chinese,—Tong Kan Ohoi | .. | | 12 |
| Chillies Dried,—Gon Lat Ohia | .. | | 30 |
| " Red,—Hung Fer Chia | .. | | 18 |
| " Green,—Ching Lat Ohia | .. | | 12 |
| Curry Stuff, English,—Kar Lee Ohu Liu | .. | | 10 |
| Cucumbers,—Ching Kwa | .. | | 2 |
| Garlic,—Que Tau | .. | | 8 |
| Ginger, young,—Sun Tse Keung | .. | | 6 |
| " old,—Lo Keung | .. | | 10 |
| Horse Radish, Shanghai,—Lik Kan | .. | | 12 |
| Indian Corn,—Sok Mai | .. | each | 5 |
| Lettuce,—Yeung Sang Ohoi | .. | | 1 |
| Water Chestnuts,—Ma Tai | .. | lb. | 6 |
| " Mandarin,—Kwai Lum Ma Tai | .. | | 8 |
| Mush Melon, Amer.—Kam-san Hong Kwa | .. each— | | |
| Okros... | .. | lb | 12 |
| Onions Bombay,—Yeung Chong Tau | .. | | 8 |
| " Green,—Sang Chong | .. | | 8 |
| " Shanghai,—Shang-hoi Chong Tau | .. | | 6 |
| Paraley,—Kun Cho | .. | lb. | 8 |
| Green Peas,—Ching Tau | .. | lb. | — |
| Potatoes, Sweet,—Fan Shu | .. | | 3 |
| " Shanghai,—Shang-hoi Shu Tsa | .. | | — |
| " Japan,—Yut Poon Shu Tsa | .. | | 4 |
| " American,—Fa Ki Shu Tsa | .. | | 10 |
| Poochoo,—Foo-chow Shu Tsai | .. | | — |
| Pumpkin,—Tong Kwa | .. | | 4 |
| Radish,—Hung Lo Pak Tai | .. | | 5 |
| Rhubarb (Fresh)—Tai Wong | .. | | 12 |
| Sage,—Tse So | .. | | — |
| Shallots,—Gon Chong Tau | .. | | 8 |
| Spinach,—Yin Ohoi | .. | | 6 |
| Tomatoes,—Fan Ker | .. | | 8 |
| Taro,—Yu Tau | .. | | 6 |
| Tau,—Fanti, (Long)—Lo Pak | .. | | 5 |
| " English,—Yeung Lo Pak | .. | | — |
| Vegetable Marrow,—Chit | .. | | 4 |
| (American)—K... | .. | | 5 |
| Water Cress,—Sai Yeung | .. | | 12 |
| " Lily root,—Lin Ngo | .. | | 8 |
| Yams,—Ta Shu | .. | | 8 |
| English,—Yeung Kan Choi | .. | | — |
| " Tau | .. | | — |
| Mushrooms, Fresh,—Sang Cho Koo | .. | | 35 |

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation. The Proclamation also contained the following schedule of maximum retail prices:—

- | 1. Flour:— | | |
|---|----------|--|
| (a.) Highest Grade, per bag of 50 lb., | per lb., | \$4.00.. . . . .08 3.50.. . . . .07 |
| (b.) Second Grade, per bag of 50 lb., | per lb., | |
| 2. Tinned Milk:— | | |
| (a.) Sweetened Condensed Milk, per 1 lb. tin, | | 30 |
| (b.) Unsweetened Condensed Milk, per 1 lb. tin, | | 25 |
| (c.) Sterilized Milk, per tin, (18 oz.), | | 25 |
| (d.) Sterilized Milk, per 1 litre tin, | | 35 |
| (e.) Eagle Brand, per 1 lb. tin, | | 33 |
| (f.) Skimmed Milk, per 1 lb. tin | | 20 |
| 3. Sugar:— | | |
| Cane, (in 6 lb. tins), per tin, | | 1.00 |
| Refined Crystallized, per lb., | | 12 |
| Granulated, per lb., | | 12 |
| Soft, No. 1 quality, per lb., | | 11 |
| No. 2 | | 10 |
| 4. Honey:— | | |

菓子

Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding \$2 in value (of which a maximum price has been fixed) shall if made in subsidiary coin be subject to an additional charge of 7 percent.

Commercial

The Copper Position.
The position of copper continues interesting, and there has been more activity in copper securities. The price of paper copper started again early in the week to \$22.17 1/2. The "Manchester Guardian" of July 11, for forward delivery in spite of the expectation of poor American statistics. The increase in the American stocks of 9,719 tons proved to be much more than generally anticipated, and with speculative support temporarily withdrawn, the price fell back about 15s. per ton. There is now, however, no pressure to sell, and American producers who lately made good sales are confident of the consequent fall in the demand for refined copper is only temporary. While considerable quantities of American copper are lately absorbed by the European trade, the bulls have been disappointed by the backward attitude of American consumers, who in most cases are apparently waiting for the railroad freight decision. The American deliveries for last month at 20,337 tons were very poor, so that with the big increase in the refinery stocks the market is now in a hesitating mood. The world's visible supply has during June been swelled by over 10,000 tons to 80,462 tons, which compares with 70,341 tons at the close of last year. Given a growth of activity henceforth in the American trade and a resumption of normal deliveries market conditions may easily improve again, for the unsold stocks are still very moderate. Electrolytic is on the turn and easier to buy after selling up to \$24 this week. Meanwhile the American shipments are likely to continue large.

CONSIGNEES

NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"MISHIMA MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

Goods not cleared by the 1st September, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents,
Hongkong, 25th August, 1914.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

S.S. "EMPEROR OF RUSSIA."
The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Co.'s Kowloon Godowns where delivery can be obtained.

Goods on hand after 4 o'clock on the 29th instant will be subject to rent.
Fire Insurance will be effected.

A damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

Claims will be admitted after the goods have left the Godown.

D. W. CRADDOCK.
General Traffic Agent,
Hongkong, 24th August, 1914.

CONSIGNEES

THE ROYAL MAIL STEAM

PACKET COMPANY.

THE Steamship

"GLENLOCHY."

From PORTLAND and SEATTLE.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 22nd instant, will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.
No claim will be recognised after the Goods have left the steamer or Godowns, and all goods remaining undelivered on 27th instant will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 27th inst. at 9.30 a.m.

All Claims must be presented on or before 30th inst. otherwise they will not be recognised.

JARDINE, MATHESON & CO., LTD.

Agents,
Hongkong, 21st August, 1914.

COMPAGNIE DES MES- SAGERIES MARITIMES.

NOTICE

S.S. "CORDILLERE."

Consignees of Cargo from London ex s.s. "Basque."

Consignees of Cargo from Havre ex s.s. "Medoc."

Consignees of Cargo from Bordeaux ex s.s. "Cambrai."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 29th August at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st September 1914 or they will not be recognized.

All damaged packages will be examined on the 29th August 1914 at 10 a.m.

No Fire Insurance has been effected.

P. THOMAS.
Agent,
Hongkong, 24th August, 1914.

PUBLIC COMPANIES

SUN LIFE ASSURANCE CO.

OF CANADA.

NOTICE

From this date the Management of the South China Agency of the Sun Life Assurance Company of Canada will be assumed by Mr. A. R. Bishop.

FREDERICK MORGAN.
Hongkong, 26th August, 1914.

s.s. "TINCASAC" (Wrecked)

SHIPPER'S AND Underwriters' interested in the cargo of this steamer are requested to communicate with the Undersigned within three months from date.

GILMAN & Co.
Lloyd's Agents.

NOTICES



EVINRUDE DETACHABLE MOTOR.

1 1/2-2 H. P., 2-3 H. P., 3 1/2-5 H. P., with battery—or magneto—ignition.

For particulars apply to **CARRELS, BOERNER & CO.**, Hongkong, King's Buildings, 3rd Floor.
Sole Agents for South China.

AMERICAN DENTISTRY

PORCELAIN FILLINGS.

The Latest Improvements toward Lasting Workability and Painless Operations. No charge for examinations. Fees moderate. Diploma, Tokyo.

DR. T. YAMASAKI.
34, Queen's Road Central (Corner of Flower Street.)
Telephone 1362.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half Year ending 30th June 1914, at the rate of Two Pounds three shillings Sterling per share of £125—is payable on and after MONDAY the 24th day of August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for warrants.

By order of the Court of Directors,
A. G. STEPHEN,
Acting Chief Manager,
Hongkong, 22nd August, 1914.

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Headquarters Office, Victoria Barracks, Hongkong, until 12 Noon on Monday, 31st August, 1914, for the supply of FRESH MEAT to the Military, for about three and a quarter months, commencing from the 21st September, and terminating on the 30th December, 1914.

Forms and other particulars can be obtained personally between the hours of 10 a.m. and 1 p.m. or by letter to the Officer Commanding Army Service Corps, Victoria Barracks, Hongkong.

The Tender Forms must be properly filled up, signed and dated, and no Tender will be considered unless made out in the proper Form and delivered at the Headquarters Office by noon on the date stated, in an envelope closed and marked "Tender for Meat."

As a guarantee of good faith the sum of \$100 in Notes should be enclosed with the Tender; such sum to be forfeited to the State if the Tenderer refuses to accept the Contract allotted to him, or to attend at the Headquarters Office when called upon.

The right to reject all or any Tenders is specially reserved.

HONGKONG, 20th August, 1914.

NOTICE.

Mr. YAP FUN FUN, who was lately attached to the undersigned as Chinese Broker, has from this date no further connection with our firm.

WRIGHT & HORNBY,
Share & General Brokers,
Hongkong, 24th August, 1914.

STOCKBROKERS' ASSOCIATION OF HONGKONG.

The Local August Settlement is postponed until September Settlement next.

Interest on extended contracts will run at the rate of 10% per annum.

By Order of the Committee,
E. M. RAYMOND,
Secretary.

HONGKONG JOCKEY CLUB.

A letter has been received from the Shanghai Horse Bazaar stating the terms at which they are prepared to supply Members with Subscription Griffs.

A Meeting will be held at 5 p.m. on Thursday the 27th inst. to discuss same.

G. H. POTTS,
Acting Clerk of the Course.

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office—40, Wall Street, New York.
London Office—15, Bishopsgate, E.C.

BRANCHES:

Bombay, Calcutta, Cebu, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Capital and Surplus—Gold \$10,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, and for one year at 4 per cent, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available on all the principal cities.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager,
Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorised Capital Yen 48,000,000
Paid-up Capital " 30,000,000
Reserve Fund " 18,000,000

Head Office—YOKOHAMA.

Branches: Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Mexico, Peking, San Francisco, Shanghai, Yokohama.

Agencies at: Nagasaki, Newchwang, Osaka, Port Arthur, Rangoon, Seoul, Singapore, Tientsin, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be agreed on.

EISHIONO, Manager.
Hongkong, 6th April, 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE—LONDON.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and **FIXED DEPOSITS** received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON,
Manager,
Hongkong, 11th April, 1912. [2]

NOTICE.

PEAK TRAMWAY CO. LIMITED.

WEEK DAYS.

7.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.
1.00 A.M. to 1.00 P.M. Every 15 Min.

NIGHT CARS.

1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.
1.00 P.M. and 9.00 P.M. Every 15 Min.

SUNDAYS.

7.45 A.M. to 10.30 A.M. Every 15 Min.
10.30 A.M. to 11.00 A.M. Every 15 Min.
11.00 A.M. to 11.30 A.M. Every 15 Min.
11.30 A.M. to 12.00 P.M. Every 15 Min.
12.00 P.M. to 1.00 P.M. Every 15 Min.
1.00 P.M. to 2.00 P.M. Every 15 Min.
2.00 P.M. to 3.00 P.M. Every 15 Min.
3.00 P.M. to 4.00 P.M. Every 15 Min.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at midnight.
SPECIAL CARS.
By Arrangement at the Company's Office.
Alexander's Buildings,
Des Voeux Road.

NOTICE.

I have this day established myself as Export and Import Merchants, and Commission Agents under the name of Fred. Taylor & Co.

FRED. TAYLOR & CO.
Hongkong, 31st August, 1914.

THE ALEXANDRA CAFE cannot be beaten. It Equalled For Bread, Cakes, Confectionery and Meals with Wines & Liquor.

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital £15,000,000

RESERVE FUNDS:

Sterling £1,500,000 at 2 1/2%

—£15,000,000

Silver \$18,000,000

\$33,000,000

Reserve Liability of Proprietors £15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale—Chairman.

W. J. Patterson, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.

G. T. M. Edkins, Esq.

C. S. Gubbay, Esq.

P. H. Holyoak, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shellim.

CHIEF MANAGER:

Hongkong—N. J. Stubb.

ACTING MANAGER:

Shanghai—J. D. Smart.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation,
A. G. STEPHEN,
Acting Chief Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed " 1,125,000
Paid Up " 562,500
Reserve Fund " 465,000

BANKERS:

Bank of England,
London Joint Stock Bank,
Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON
Manager.

NOTICE.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of **TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.**, Undertaken and Executed.

SHEWAN, TOMES & Co.
General Managers,
Hongkong, 14th March, 1908

THE ALEXANDRA CAFE cannot be beaten. It Equalled For Bread, Cakes, Confectionery and Meals with Wines & Liquor.

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EXCHANGE

| Selling | | T/T. Marks | | Nom. | |
|----------------------|--------------|-------------------------|-------|----------|------|
| T/T | 1/9 1/4 | Demand Germany | | | |
| Demand | 1/9 5/16 | T/T. France | | | |
| 30 d/s | 1/9 3/4 | On Haiphong | ..... | Nom. | |
| 60 d/s | 1/9 7/16 | On Saigon | ..... |  |  |
| 4 m/s | 1/9 1/3 | On Bangkok | ..... | 87 | |
| T/T Shanghai |75 | Buying | ..... |  |  |
| Private 30 d/s sight | ..... | 4 m/s. L/O | ..... | 1/10 1/4 | |
| T/T Singapore |76 | 4 m/s. D/P | ..... | 1/10 3/8 | |
| T/T Japan |87 | 6 m/s. L/C | ..... | 1/10 5/8 | |
| T/T India |133 1/4 | 30 d/s. S'ney & M. | ..... | 1-10 1/2 | |
| Demand India |133 1/4 | 30 d/s. San P'co & N.Y. | ..... | 45 1/4 | |
| T/T Bombay | ..... | 4 m/s. Marks | ..... |  |  |
| Demand Bombay |133 1/4 | 4 m/s. France | ..... |  |  |
| T/T Calcutta | ..... | 6 m/s. do | ..... |  |  |
| Demand Calcutta |133 1/4 | Gold Leaf per tael | ..... | \$58.40 | |
| Demand Moulta |87 | Sovereign | ..... | 11.20 | Nom. |
| T/T. San P'co & N.Y. |43 1/4 | Bar Silver, ready | ..... | 25 | |
| Demand, New York |43 1/4 | forward | ..... |  |  |
| T/T. Java |106 1/4 | Bank of England rate | ..... |  |  |

| Subsidiary Coins. | | Optium Quotations. | |
|---------------------------|--------------|--------------------|-------------------|
| Discount per 100: | | Malwa, New | July 17 |
| Chinese, ..20 cts. pieces |112 1/2 | Malwa, Old |8.300 |
| Chinese, ..10 |61 3/4 | Patna, New |9.325 per ch |
| Hongkong, 20 |8 1/4 | Patna, Old |9.100 |
| Hongkong, 10 |5 9/16 | Benares, New |9.050 |
| | | Benares, Old |8.925 |

DIARY OF THE WAR.

(Continued from Extra).

August 22.—Germans impose war levies of £2,000,000 and £3,000,000 respectively on Province of Liege and City of Brussels. Canadian House of Commons pass war appropriation of \$5,000,000. Servians rout Austrians along the Drina. Russian successes reported at Gumbinnen and in Galicia. France protests against German use of dum-dum bullets. Press Bureau announces that military position of Allies is satisfactory. Germans occupy Alst and Wetteren. German artillery attack on Namur begun.

August 23.—Russians capture Goldap and Insterburg. British and French Loans of £10,000,000 to Belgium announced. Mediterranean declared free of hostile ships. Admiralty announces that Germans continue to scatter mines indiscriminately upon ordinary trade routes. Japan declares war on Germany.

August 24.—French Foreign Minister announces that contact has been established between the forces all along the line without advantage to either side. Japan begins bombardment of Tsingtau. Russians occupy Arys, west of Lyck. Servians clear the country at Loznitz, Leshnitsa and Shabatz, defeating Austrian column. Servians ready to cross the Save and invade Hungary. Belgians clear country around Antwerp. Big battle in progress between allies and Germans; Earl of Leven dangerously wounded. Namur falls to Germans. Charleroi taken and re-taken.

August 25.—Italian Premier announces that Italy will not abandon neutrality. After heavy fighting in Belgium, British and French troops fall back on covering positions; Germans suffer heavily. Heavy fighting in Belgium between Allied Forces and Germany; enormous losses; British casualties total 2,000. British and French forces fall back on covering positions; Germans unable to carry out counter-attack. Four Namur forts still intact. Germans bombard Malines, but Belgians retaliate and drive them towards Vilvoorde.

August 26.—Announced that Prince Leopold Frederick, uncle of the Kaiser, was killed in action during the big battle. Belgians rally out of Antwerp and drive three German divisions back ten miles from neighbourhood of Malines. Russians continue on offensive on East Prussian frontier. German forces being compelled to retreat on Koenigsberg. Announced from New York that Kaiser instructs Tsingtau garrison to defend the position to their utmost. Field Marshal von Der Goltz appointed Military Governor of the occupied part of Belgium. Canadian Patriotic Fund rapidly mounting. Toronto City alone contributing \$297,000.

Japan's Minerals.

A British Consular report on the Hakodate district of Japan says:—The chief minerals found in the Hokkaido are coal (2,125, 805 tons in 1913), and sulphur (37,000 tons in 1913). There are small quantities of gold, silver and copper, and manganese is being mined experimentally. There has recently been a good deal of prospecting for petroleum, but the amount of crude oil produced in 1913 was only 168,720 gallons, 32,800 gallons less than in 1912. In Saghalien only coal is at present worked, and that experimentally, at the Kawakami mine. Iwate Prefecture produced minerals to the value of some £439,500 in 1913, of which the most important are iron (\$294,000), and copper (\$78,825). Akita Prefecture has large copper mines, and there have been recent discoveries of copper in Aomori, but statistics from these prefectures are not available.

SILIMPON COAL. BUNKERS.

can be supplied at cheap rate at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BONE.

GREAT FIRE AT SHANG-HAI.

Godown of Mackenzie & Co. Burnt out.

One of the three biggest fires that have occurred on the Pootungside of the river broke out just before dinner-time last night, says the N.C. Daily News of the 22nd inst. The alarm was sounded in the Settlement about a quarter to eight, and although the fire brigade were at the P. & O. Jetty, with all the necessary apparatus, in very quick time, the greater portion of Pootung was then lit up by the flames from the burning building. It was at first thought that the International Cotton Mill had caught fire, for the flames leapt to a considerable height in almost a very few minutes, but it was soon seen that the lights of the cotton mill were steadily burning, and as the flames leapt higher, the building was clearly outlined.

Word was then passed round that one of Messrs. Mackenzie & Co.'s godowns was burning, and this proved to be correct. Within ten minutes the fire launch was conveying a large number of firemen across the river, Chief Officer Pett being in charge. Some 3,000 ft. of hose were taken across, and the wisdom of taking such an ample supply was demonstrated almost immediately upon the launch tying up at the jetty. The building on fire was the "E" godown, which is a considerable distance away from the river. The inside of the building was burning like a furnace before the first jet of water was laid on, and it was almost impossible for the firemen to get at all close to it. However, six jets were connected up and these were augmented by two from the river police fire float, which arrived on the scene at the same time as the fire brigade launch. Later on, the B. & S. launch also arrived, and the combined efforts of the men and appliances from these three sources made it possible for a plentiful supply of water to be obtained.

The Building Doomed. From the very beginning it was seen that it was utterly impossible to save the building, and the efforts of the brigade were at once directed to the godowns which were in the neighbourhood of the one on fire. There were eight or nine godowns in the immediate vicinity, and all contained valuable cargo of various kinds. Owing to the intense heat and the showers of sparks which continually shot into the air, one or two of the nearest godowns were set on fire, but the flames were subdued before any damage was done. The new "B" godown was for a long time in considerable danger. Separated from the "E" godown by only a narrow alleyway the sparks were blown in that direction, and with the collapse of the gable wall, which fell on the corrugated iron roof of the "B" godown, a large hole was made, through which sparks and pieces of burning material were continually being blown. It was only by most careful watching that the hundreds of bags of sugar stored there were saved.

The fire gradually burnt itself out, thus removing to a considerable extent the danger to the surrounding premises. By shortly after nine o'clock the fire was under, but the efforts of the brigades were by no means lessened; in fact they were not relaxed until well into the night.

Estimate of Damage. It was difficult to obtain any information as to the extent of the damage done. The burnt out godown was the oldest of the firm's property at Pootung, and the cargo consisted of refuse cotton, hides and rape seeds. We understand that the hides were being stored for Messrs. Carlowitz and Co. Fortunately, the amount of cargo was comparatively small, this being no doubt due to the fact that this is the end of the old and the beginning of the new season for godown storage of cotton. It was stated that the whole of the cargo stored in the godown did not exceed 15,000 bales, but in addition there were cargoes of sugar and other commodities.

POST OFFICE.

All the Homeward Siberian Mails despatched from Hongkong up to and including that of the 18th July, have reached London.

The Public will be advised when notice of arrival of the five remaining mails sent to London via Siberia, viz., E. of India, Yokohama, Kanagawa, and Paul Lecat, is received.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

The Parcel Post Service via Siberia to countries in Europe, other than Russia, is suspended.

In future the Macao Mail will close on Saturday, at 4 p.m., instead on Sunday, at 8 a.m.

As it was not possible to send the Marine Sorters to Singapore to join the P. and O. s.s. Arcadia, the delivery of the mail will be delayed for 2 hours.

MAILS CLOSE TO-MORROW.

Swatow, Amoy & Foochow—Per HAIYANG, 28th Aug., 9 a.m.

Saloon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per AMAZO, 28th Aug., 10 a.m.

SATURDAY, 29th Aug.

Amoy & Foochow—Per HAIYANG, 29th Inst., 9 a.m.

Philippine Is.—Per LOONGSANG, 29th Aug., noon.

Straits, India via Calcutta—Per FOCKSANG, 29th Inst., 1 p.m.

Shanghai & N. China—Per YINGCHOW, 29th Aug., 4 p.m.

Shanghai & North China—Per LIENSHING, 29th Inst., 4 p.m.

SUNDAY, 30th Aug.

Swatow—Per HAIMUN, 30th Aug., 8 a.m.

TUESDAY, 1st Sept.

Swatow, Amoy & Foochow—Per HAITAN, 1st Sept., 9 a.m.

Philippine Is.—Per TEAN, 1st Sept., 2 p.m.

Shanghai & N. China—Per LIANGCHOW, 1st Sept., 2 p.m.

WEDNESDAY, 2nd Sept.

Sandakan—Per HINSANG, 2nd Sept., 10 a.m.

Swatow—Per HAIMUN, 2nd Sept., 10 a.m.

THURSDAY, 3rd Sept.

Wel-hai-wai, Chefoo & Tientsin—Per HUICHOW, 3rd Sept., 10 a.m.

FRIDAY, 4th Sept.

Swatow, Amoy & Foochow—Per HAIHING, 4th Sept., 9 a.m.

WEDNESDAY, 16th Sept.

Australia, New Zealand, Tasmania & New Zealand via Port Darwin—Per TAIYUAN, 16th Sept., 11 a.m.

SHIPPING NEWS.

ARRIVED.

Amazona, Fr. s.s. 2,038, J. Carter, 27th Inst.—Shanghai, Gen.—M. M.

Yingchow, Br. s.s. 1,220, Jones, 27th Inst.—Shanghai, 22nd Inst., Gen.—B. & S.

Swanley, Br. s.s. 2,008, Steele, 27th Inst.—Wuhsung, 22nd Inst., Coal—Ordor.

Skorries, Br. s.s. 2,796, J. W. Angus, 26th Inst.—Wuhsung, Gen.—D. & Co.

Wimbledon, Br. s.s. 2,456, Cantell, 26th Inst.—Wuhsung, 22nd Inst., Coal—D. & Co.

Nile, Br. s.s. 3,135, A. Lockett, 27th Inst.—San Francisco, 25th ult., Gen.—P. M. & Co.

Nelus, Br. s.s. 6,684, D. Maclean, 27th Inst.—Shanghai, 24th Inst., Gen.—P. & S.

DEPARTED.

August 26.

Mishima Maru for Kobe via Yokohama. Evik for Bangkok. Katori Maru for London via Singapore. Sabine Rickmers for Canton. Colombo Maru for Bombay via Singapore. Halmu for Swatow. Kwangshai for Canton. Myrmidon for Yokohama via Kobe. Tiki for Batavia via Billiton.

CLEARANCES AT THE HARBOUR OFFICE.

August 26.

Hue for Haiphong via K. C. Wan. Cardium for Tarsakan.

August 27.

Sungkiang for Haiphong via Hoibow. Laisang for Calcutta via Singapore. Daisichi Maru for Wakamatsu. Dowawong for Saigon. Yingchow for Canton. Anhui for Hongkong. Benary for Yokohama via Nagasaki. Drufar for Bangkok via Swatow.

PASSENGERS ARRIVED.

Per s.s. Yingchow from Shanghai—Mr. & Mrs. Ordine, Vanderbinder. Mr. & Mrs. K. Porter, N. J. Ske, Rev. & Mrs. J. B. Thomas, A. Dyer, S. Donenberg, W. Dray, W. T. Penn, G. Greaves, I. O. Leatham, N. S. Marshall, R. E. Miller, J. J. Robinson, Miss J. Taylor, Mr. & Mrs. G. Thomas, B. E. Thomas, C. J. Wood.

SHIPS PASSED THE CANAL.

London, 17 July.

Arrivals from China—Brigavia, Poly-nesian.

The following vessels have passed the Canal—Molnau, Princes Alice, Scorzandini, Vorwaeris.

London, 21 July.

Arrivals from China—Agapenor, P. Ludwig, Arabia, Nordmay.

The following vessels have passed the Canal—Brasilia, Cordillera, Goeben, Hittachi Maru, Indrani, Kashima Maru, Nippon, Orestes, Siam.

London, 24 July.

Arrivals from China—Africa, Cathay. The following vessels have passed the Canal—Pereous, Phoenia.

London, 28 July.

Arrival from China—Hittachi Maru. The following vessels have passed the Canal—Benary, Canton, Cleury, Machao, Myrmidon, Nubia, Peking, Sverdrup, Sitihona, Nellore.

London, 31 July.

Arrivals from China: Achilles, Brasilia, Challenger, Bulow, Goeben. The following vessels have passed the Canal: Miyazaki Maru, Anna Rickmers, Holgoland, Devallion, Keemu.

Oysters, Fresh, Fried or Stewed. Findon Haddock, Klippers & Co., ALEXANDRA CAPE.

WEATHER REPORT.

On the 26th at 14.30—Signals lowered.

On the 27th at 10.35—Pressure has decreased slightly over Luxon and increased slightly along the east coast of China. It is still oscillating at Hongkong.

No returns from Japanese stations or Formosa.

At 6 a.m. this morning the typhoon appeared to be near the Bashi Channel, moving eastward or east-north-eastward.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.70 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast. 1 Hongkong and Neighbourhood. N.W. winds, moderate; fine.

2 Formosa Channel. Notherly gales, moderate; fine.

3 South coast of China between H.K. and Lamook. The same as No. 1.

4 South coast of China between H.K. and Hainan. The same as No. 1.

China Coast Meteorological Register, 27th Aug., a.m.

Station. Height. Barometer. Temperature. Humidity. Wind. Force. Direction. Weather.

Wootstock To. 20.70 71 76 n 2 bc.

Amoy. 20.67 80 nne 4 or 2 b.

Amoy. 20.60 81 78 no 2 b.

Amoy. 20.67 80 87 nw 2 b.

Amoy. 20.60 81 78 no 2 b.

Amoy. 20.67 80 87 nw 2 b.

Amoy. 20.60 81 78 no 2 b.

Amoy. 20.67 80 87 nw 2 b.

Amoy. 20.60 81 78 no 2 b.

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Amoy. 20.67 80 87 nw 2 b.

Amoy. 20.60 81 78 no 2 b.

Amoy. 20.67 80 87 nw 2 b.

Amoy. 20.60 81 78 no 2 b.

MAIL STEAMERS.

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| For | Steamers | To Sail On | Remarks |
|---|--|-----------------|-------------------|
| LONDON & ANTWERP via Singapore, Penang, Cebu, Port Said, & Marseilles | Nile Capt. H. Powell | about 27th Aug. | Freight & Passage |
| SHANGHAI | Arcadia Capt. S. Barcham | about 27th Aug. | Freight & Passage |
| LONDON, via Usual Ports of Call | Malta Capt. J. W. Cookman R.N.R. | noon 28th Aug. | Freight & Passage |
| SHANGHAI, MOJI, KOBE AND YOKO-HAMA | Namur Capt. A. Collyer | about 1st Sept. | Freight & Passage |

All the above steamers are fitted with Wireless Telegraphy.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Freight or Passage, apply to

P. & O. S. N. Co.'s office, Hongkong, 25th Aug., 1914.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

| For | Steamers | To sail |
|-----------------------------|-----------------------|---|
| SHANGHAI, KOBE AND YOKOHAMA | Polynesian | 1st or 2nd Sept. (last it) |
| MARSEILLE via PORTS | Amazona Paul Lecat | 28th Aug. at noon 1st Sept. (probably). |

ALL STEAMERS FITTED WITH WIRELESS.

Transhipping on the Co.'s Steamers at Colombo, for Calcutta, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

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NILE... Sailing... MONGOLIA... TUESDAY, 15th Sept. at 4 p.m. KOREA... TUESDAY, 6th Oct. at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moreau, the world-famous chef. Large staterooms, equipped with electric fans and running water. Berths equipped with electric reading lamps. Numerous amusements—well water swimming tank, Filipino orchestra, dock games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

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